



# GRAND CHEROKEE BODY REPAIR MANUAL



## SAFETY NOTICE

### CAUTION

**ALL SERVICE AND REBUILDING INSTRUCTIONS CONTAINED HEREIN ARE APPLICABLE TO, AND FOR THE CONVENIENCE OF, THE AUTOMOTIVE TRADE ONLY.** All test and repair procedures on components or assemblies in non-automotive applications should be repaired in accordance with instructions supplied by the manufacturer of the total product.

Proper service and repair is important to the safe, reliable operation of all motor vehicles. The service produces recommended and described in this publication were developed for professional service personnel, and are effective methods for performing vehicle repair. Following these procedures will help ensure efficient economical vehicle performance and service reliability. Some service procedures require the use of special tools designed for specific procedures. These special tools should be used as recommended throughout this publication.

Special attention should be exercised when working with spring-or tension-loaded fasteners and devices such as E-Clips, Circlips, Snap rings, etc., since careless removal may cause personal injury. Always wear safety goggles when working on vehicles or vehicle components.

It is important to note that this publication contains various Cautions and Warnings. These should be read carefully in order to minimize risk of personal injury or the possibility that improper service methods may damage the vehicle or render it unsafe. It is important to note that these Cautions and Warnings cover only the situations and procedures DaimlerChrysler Corporation has encountered and recommended. DaimlerChrysler Corporation cannot possibly know, evaluate, and advise the service trade of all conceivable ways in which service may be performed, or of the possible hazards of each. Consequently, DaimlerChrysler has not undertaken any such broad service review. Accordingly, anyone uses a service procedure or tool that is not recommended in this publication must be certain that neither personal safety, nor vehicle safety, will be jeopardized by the service methods they select.

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| • PT Convertible (81-316-0531-CD) | • Chrysler 300 (81-316-0531CD) |
| • Dakota (81-316-0634CD)          |                                |

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# INTRODUCTION

## Jeep Grand Cherokee



This manual has been prepared for use by all body technicians involved in the repair of the Jeep Grand Cherokee.

This manual shows:

- Typical unibody panels contained in these vehicles
- The types of welds for the panel
- The weld locations for these panels
- Proper sealer types and correct locations

Body Construction Characteristics .....	
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DaimlerChrysler Motors Corporation reserves the right to make improvements in design or to change specifications to these vehicles without incurring any obligation upon itself.



## BODY CONSTRUCTION CHARACTERISTICS

Definitions of Steels used in the Jeep Grand Cherokee:

MS 66 - Represents an uncoated Hot Rolled Steel Sheet used mainly for interior braces and reinforcements.

MS 67 - Represents an uncoated Cold Rolled Sheet structural steel used in areas where structural integrity is critical.  
EG., the type of steel used for the “A” pillar.

MS 264 - Represents an uncoated high strength low alloy (HSLA) steel used in applications where structural integrity is critical.

MS 6000-44A - Low carbon, hot dipped galvanneal (or EGA) with 45 g/m<sup>2</sup> minimum coating weight on both sides.  
- Most common Sheet Steel product used by Chrysler.

MS 6000-44VA - 50 ksi min. yield strength, HSLA, killed steel, with 44 g/m<sup>2</sup> minimum coating weight on both sides.  
- Most common high strength coated steel product used by Chrysler.

### PARTIAL LIST OF STEEL APPLICATIONS

#### Galvannealed Steel

Body Side Aperture

Cowl Plenum Panel

Cowl Side Panel

Dash Panel

Front Door - Inner Panel

Front Door - Outer Panel

Front Fender

Front Floor Pan

Front Hinge Pillar

Front Rail

Front Strut Mounting Tower

Front Wheelhouse (Front and Rear)

Lower Radiator Crossmember

Rear Door - Inner Panel

Rear Door - Outer Panel

Rear Floor Pan

Rear Floor Pan Front Crossmember

Rear Floor Pan Side Rail

Rear Suspension Crossmember

Rear Quarter Panel - Inner

Rear Quarter Panel - Outer

Rear Wheelhouse - Inner

Roof Panel

UpperLoad Path Beam

Upper Radiator Crossmember

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## **BODY CONSTRUCTION CHARACTERISTICS**

The following measures have been implemented in order to provide maximum corrosion prevention and protection.

1. The use of galvanized coatings throughout the body structure.
2. Ecoat is used on the complete body in all instances.
3. Body sealing.
4. Stone-chipping resistant primer application.
5. Underbody corrosion prevention.

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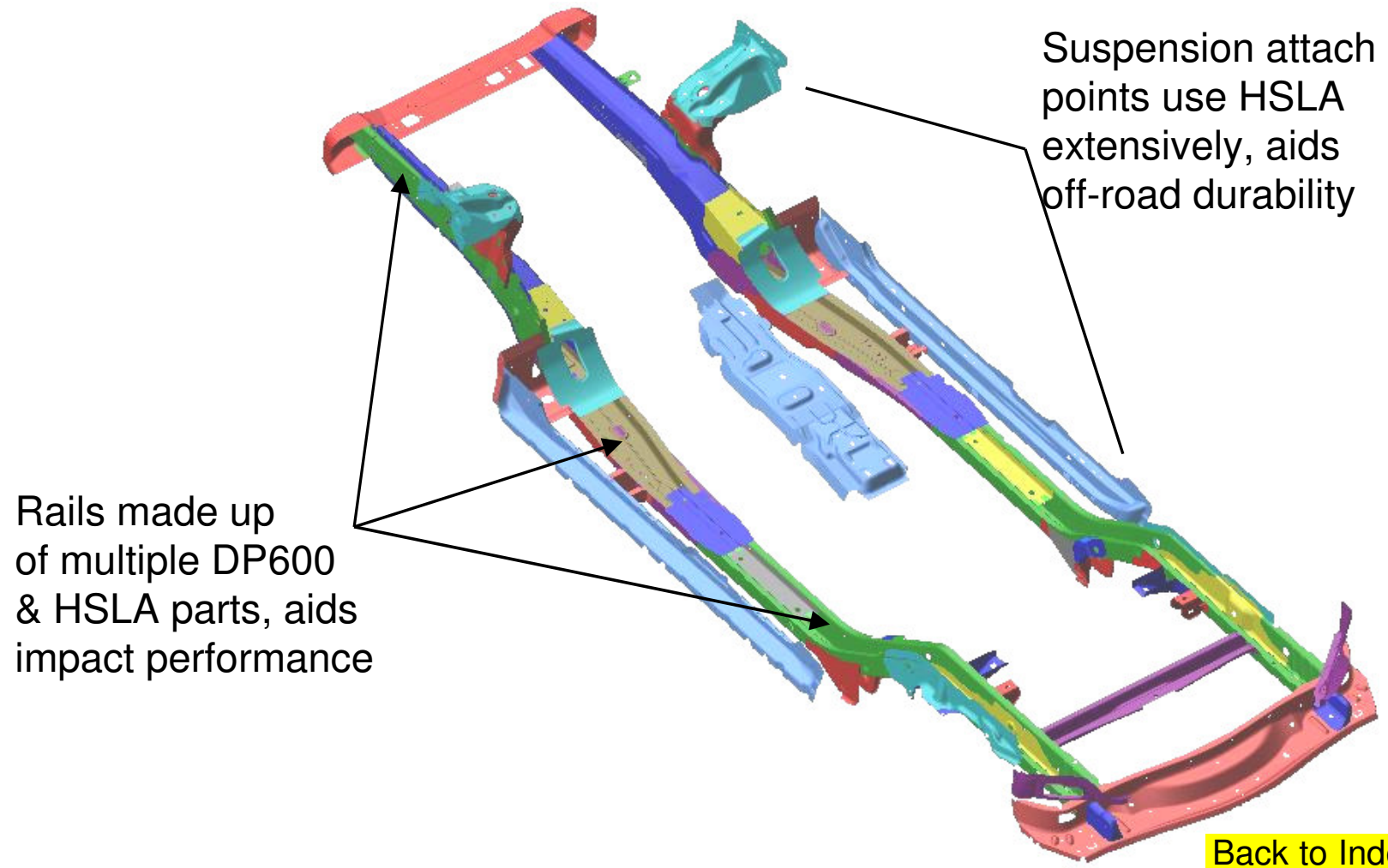
# **BODY CONSTRUCTION CHARACTERISTICS**

## **Grand Cherokee Body Structure Overview**

- Greater use of HSLA steel
- Extensive use of Dual Phase (DP600) steel (primarily for improved impact performance)
- Continued application of structural adhesive
- Stiffer vehicle structure for improved NVH performance & better suspension response
- Use of laminate steel for dash & wheelhouses
- Aluminum hood and hood reinforcements
- Multiple laser welded panels
- Bake Hardenable steel used in door outer skins

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# Underbody High Strength Steel Applications



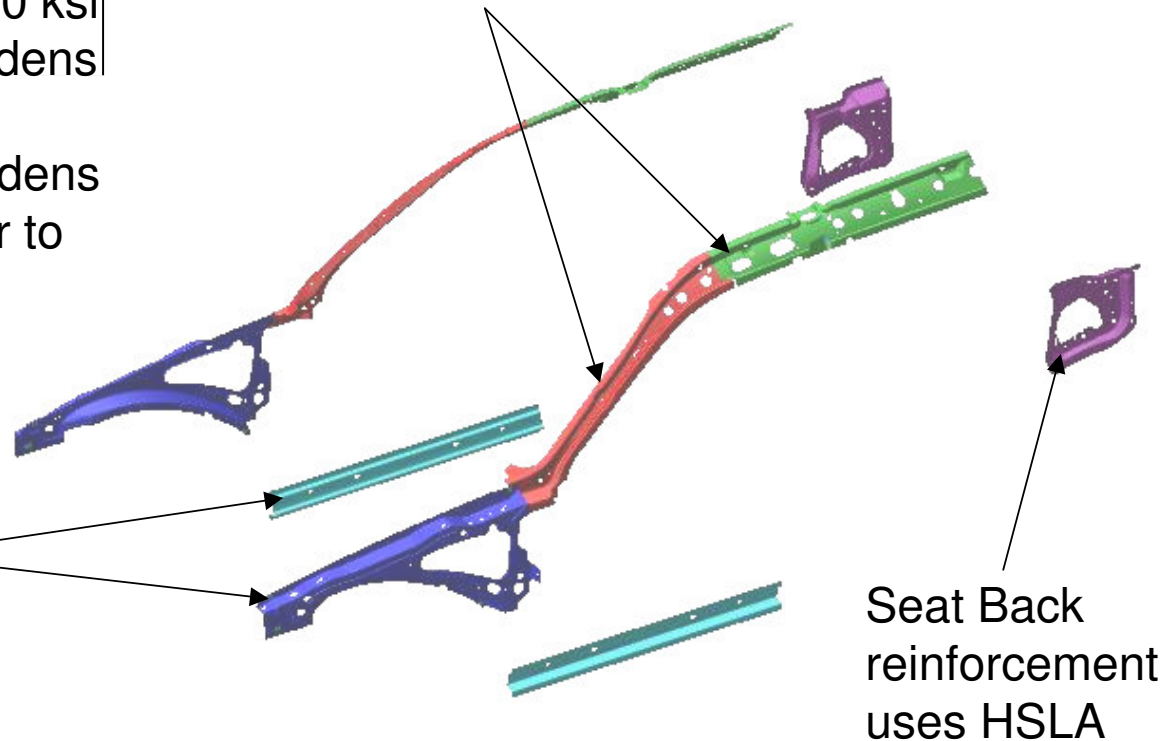
# Upperbody High Strength Steel Applications

## DP600 Notes:

- Typical yield strength as high as 90 – 100 ksi
- Material work hardens during forming
- Material bake hardens
- Weldability similar to HSLA steel

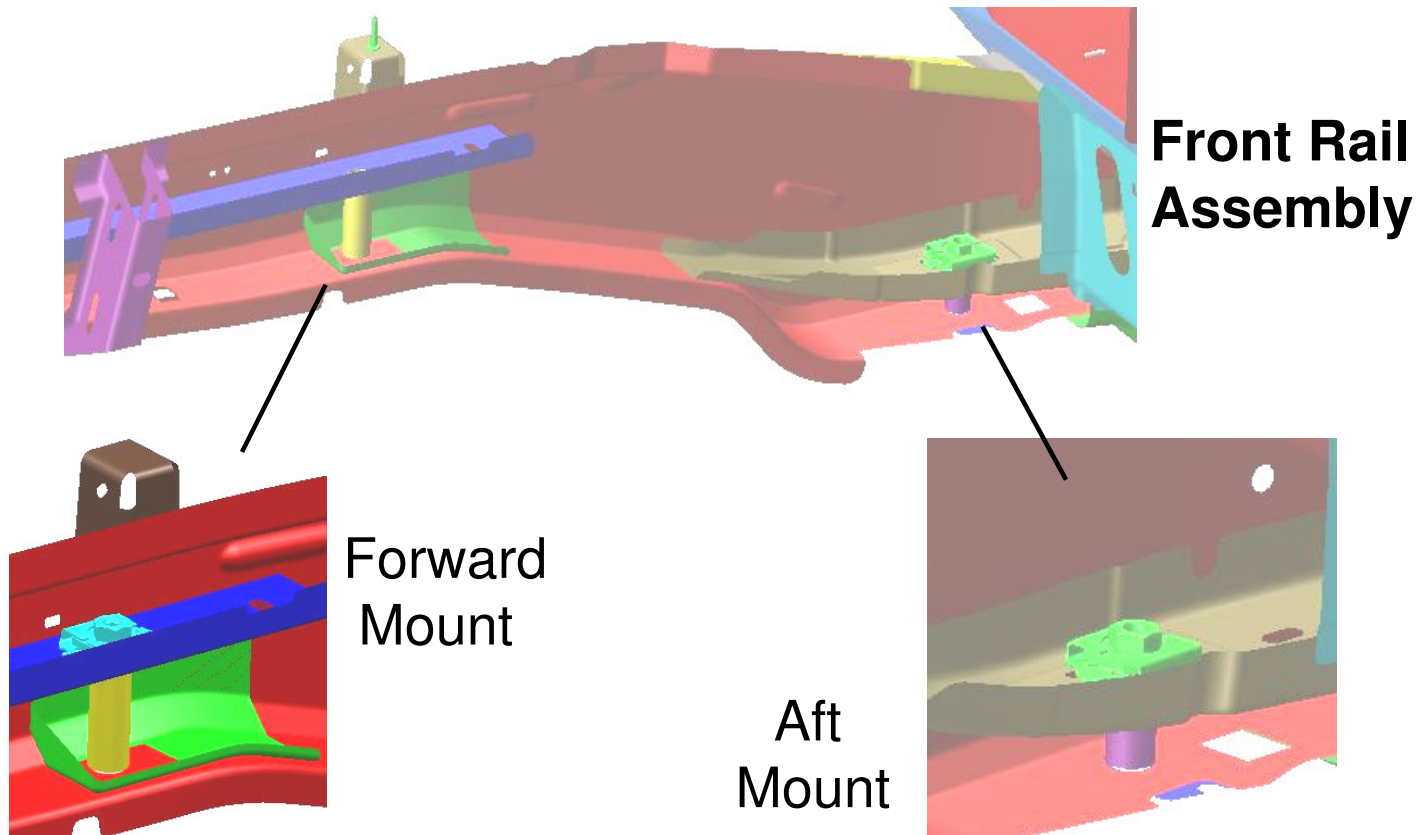
HSLA used in sill reinforcement & shotgun

A Pillar reinforcements are DP600 for impact



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## Front Cradle Attachment Points

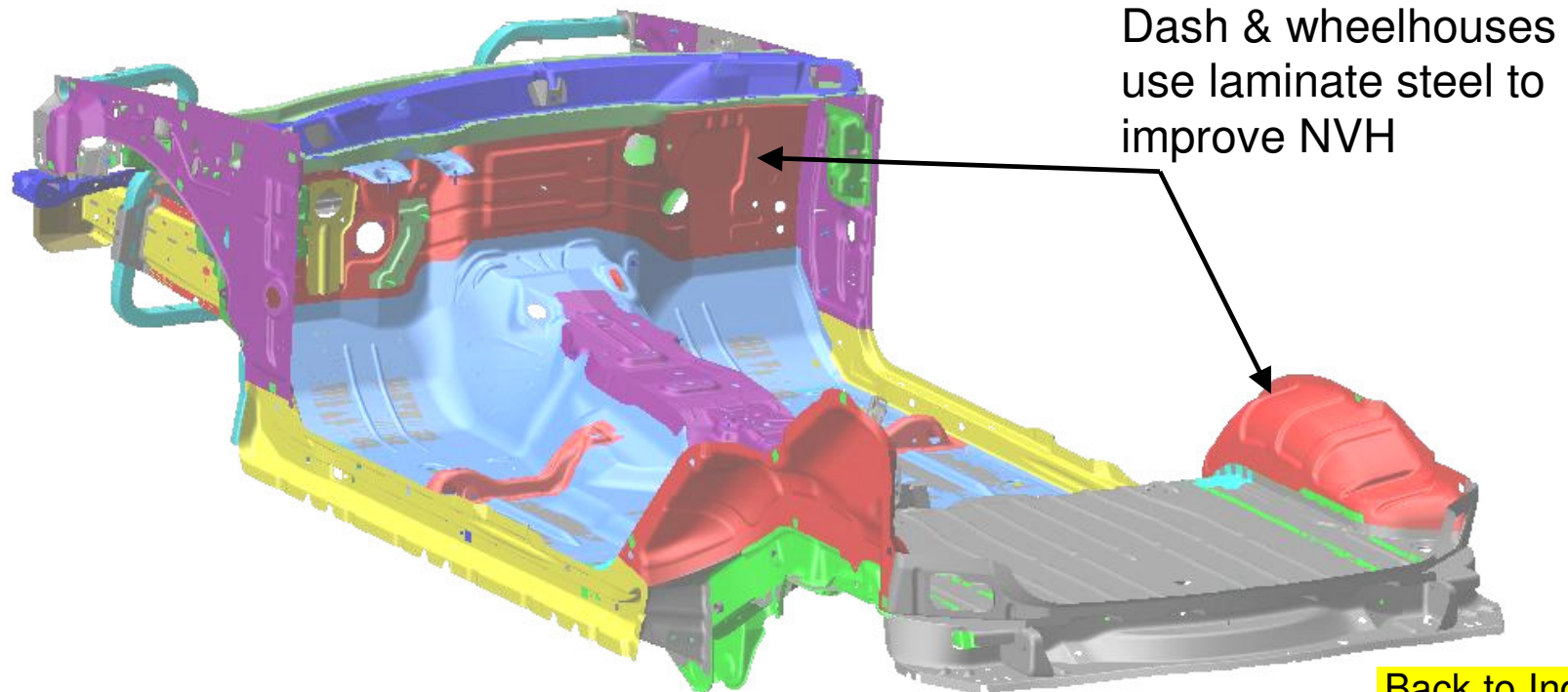


**Note: The actual Cradle Bolts specified must be used in this application**

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# Laminate Steel Applications

- Laminate steel consists of a pair of steel outer skins sandwiching a viscoelastic polymer. It substantially benefits NVH performance.
- Repair procedures should not be significantly different from regular steel.



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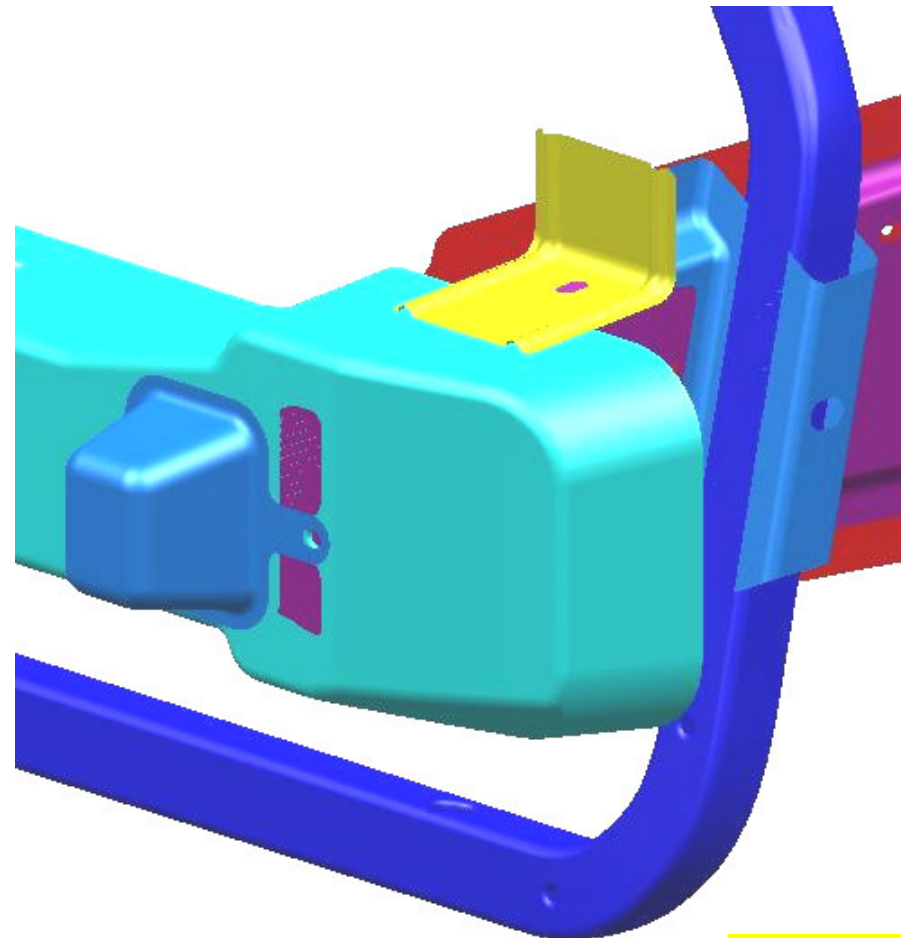
# Energy Absorption Parts

## Crush Cans

- Crush cans are common with Jeep Liberty
- Cans are non-handed
- Replace if damaged
- Installation is accomplished with a single fastener & a location tab in the front crossmember

### **Other notable EA parts;**

- Stroking steering column
- Stroking prop shaft



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Tech Authority website includes the most complete listings, descriptions, and ordering information for DaimlerChrysler Corporation service information materials. The materials included in Tech Authority cover every aspect of repairing and maintaining Chrysler, Plymouth, Dodge, Dodge Truck and Jeep® vehicles.

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## HISTORY OF COLLISION REPAIR

Time was, if you had an accident, the call went out to the insurance company - to the collision shop - or several shops - get the lowest bid and in no time at all, the vehicle was repaired.

The facilities, training, and equipment were simple. Use a torch to cut, shape, and bend. Use something substantial as an anchoring point - maybe a tree and then just pull.

Use plenty of solder or body putty to make it look good. With the frame and body vehicle, the job was easy; first straighten the frame - then fix the mechanical components and the body work was cosmetic. This was all well and good until the mid - '70s.

Then, the designers, engineers, and manufacturers had to find ways to make the vehicles energy efficient - and that meant unibody cars. The unibody concept wasn't new - back in the '30s the Chrysler Air Flow had it - race cars have it - and now the driving public worldwide has it.

The change came quickly. Manufacturers devoted time, money, and talent to develop the unibody car. The public was ready to buy and did!

But then came the problem! The collision repair industry wasn't given the luxury of taking their time to train people in the new technology - or take time to plan for new equipment.

The collision happened and the vehicle had to be fixed. Cars that were repairable were being totalled.

Cars that were repaired were not repaired correctly. Everybody was in a **quandary** - auto manufacturer - insurance company - repair equipment people - body shops - and repair technicians.

The problem started in the early '70s and body shops are still catching up today. Yesterday's "ding" is today's "crash". It takes trained technicians and sophisticated equipment to do the repair today.

That's why DaimlerChrysler is taking the time and effort to get the right information into the hands of the people that handle the repair job.

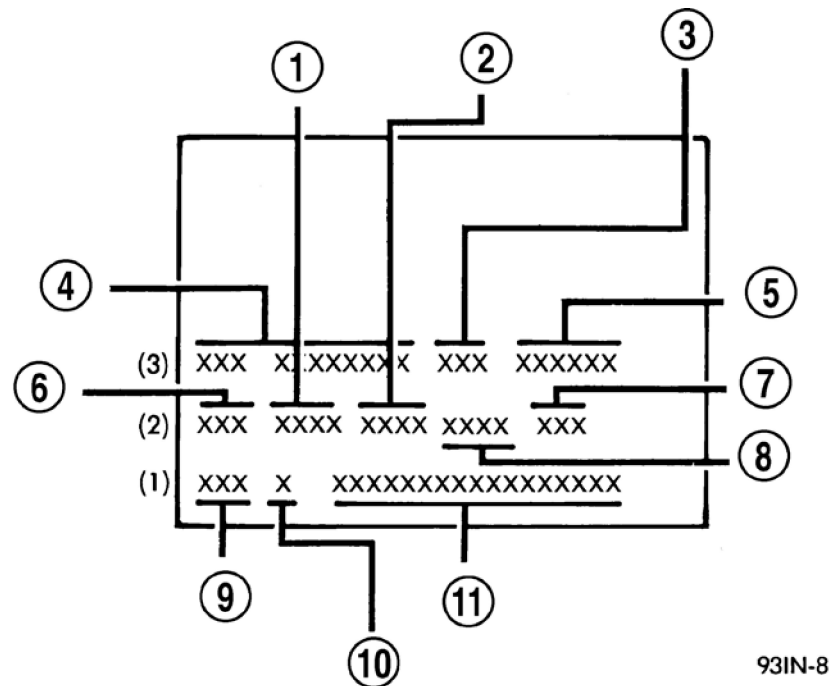
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## BODY CODE PLATE DESCRIPTION

The Body Code Plate is located in the engine compartment on the right headlamp mounting bracket/radiator support. There are seven lines of information on the body code plate. Lines 4, 5, 6, and 7 are not used to define service information. Information reads from left to right, starting with line 3 in the center of the plate to line 1 at the bottom of the plate.

### BODY CODE PLATE

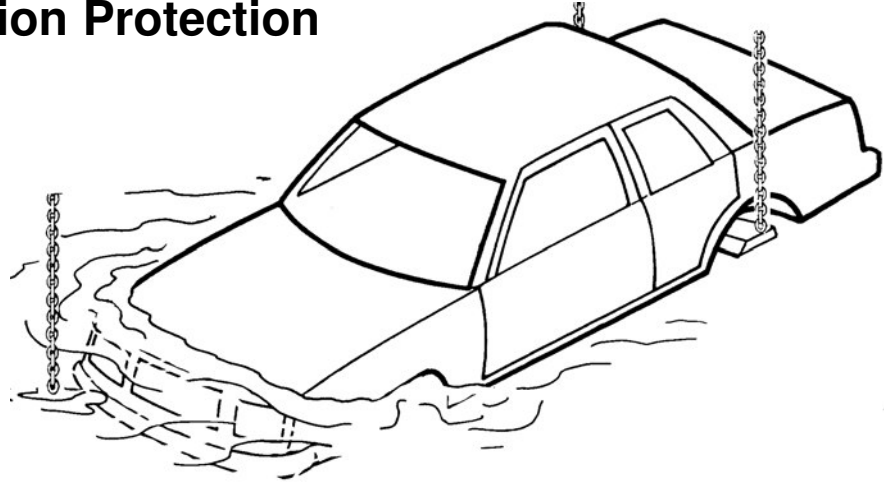
- 1 - PRIMARY PAINT
- 2 - SECONDARY PAINT
- 3 - VINYL ROOF
- 4 - VEHICLE ORDER NUMBER
- 5 - CAR LINE SHELL
- 6 - PAINT PROCEDURE
- 7 - ENGINE
- 8 - TRIM
- 9 - TRANSMISSION
- 10 - MARKET
- 11 - VIN



**NOTE:** Paint Code may also be found on vehicle certification label on inside of driver side door jamb.

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# Corrosion Protection



## Factory Applied Corrosion Protection

During the manufacturing of the unibody car, the manufacturer applies "corrosion protection" using specialized manufacturing processes. This system is not duplicated in the collision repair body shop. However, the body shop still has a responsibility to apply corrosion protection to the unibody vehicle. So, the collision repair shop must use alternative materials to do the corrosion protection job after the repair.

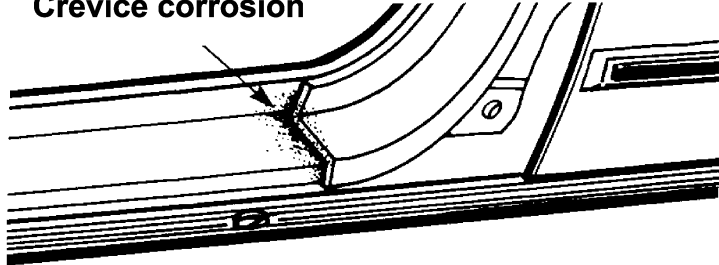
This corrosion protection is required regardless of the environment and weather conditions the vehicle will be operated in. Corrosion protection is as important in the desert as it is at the seaside. Corrosion damage can literally destroy the structural integrity of a unibody vehicle from within. Many corrosion protection systems are destroyed during collision repair operations. Metal finishing, metal working and fatigue can cause the breakdown of many of the corrosion barriers installed at the factory. The use of heat for stress relief and welding also destroys factory installed corrosion barriers. These corrosion barriers and corrosion protection systems must be replaced after collision repair to ensure that the structural integrity of the unibody will remain intact throughout its life. In the past, only vehicles with aftermarket or after delivery corrosion protection systems installed were serviced after collision repair to restore the corrosion protection system.

An understanding of the types of corrosion which affect the unibody vehicles will assist in understanding why the factory protection systems are important, how the factory protection systems consist of and how the systems' protection is replaced after collision and electrolytic corrosion. Some of the more common types of corrosion are **crevice corrosion, pitting, galvanic corrosion, stress corrosion, cracking, fretting, and erosion corrosion.**

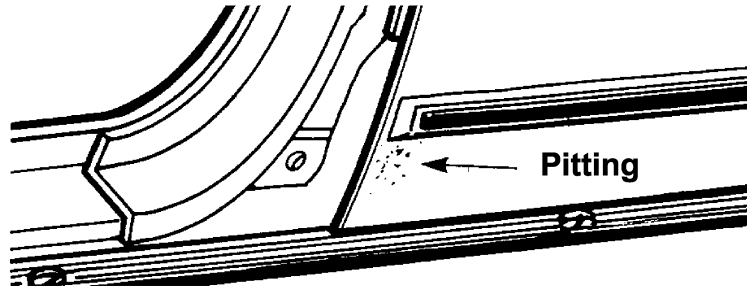
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## Corrosion Protection

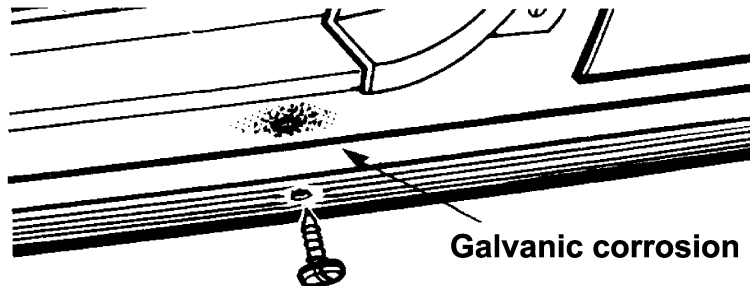
**Crevice corrosion**



**Crevice corrosion** is a form of localized attack that occurs in areas on metal surfaces exposed to the elements. Examples include spot weld lap joints, threaded or riveted connections, gasket fittings, porous welds, valve seats.



**Pitting** is the corrosion of a metal surface at points or small areas which look like a small hole in the metal.



**Galvanic corrosion** is the type that occurs when dissimilar metals are in electrical contact while immersed in an electrolyte.

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## Corrosion Protection

The penetration of corrosive solutions into these small areas, with widths that are typically a few thousandths of an inch, can result in various types of failures: the metal surface may become rusty in appearance, operating components may seize when protective coatings may have been removed from the metal surface. The coating of zinc on steel, known as galvanized, is an example of sacrificial cathodic protection.

An example of galvanic corrosion on the automobile is a stainless steel trim molding on a painted mild steel. When the paint becomes damaged, a galvanic corrosion cell is formed between the passive stainless steel (cathode) and the steel (anode). The corrosion leads to what would look like a rust stain. Methods of reducing galvanic corrosion include the use of compatible materials, minimizing of cathode-to-anode areas, the insulation of dissimilar metal contacts and the use of thick, replaceable sections.

### **Stress corrosion, cracking, fretting, and erosion corrosion.**

Corrosion cracking is the early cracking of metals produced by the combined action of tensile stress and a corrosive atmosphere.

Corrosion fatigue is cracking due to the action of stresses and corrosion. Methods of reducing corrosion fatigue include the reduction in stress and the use of coatings.

Fretting is the deterioration of a metal at contact surfaces due to the presence of a corrosive and relative motion between the surfaces. The two metal surfaces initially are covered with an oxide film that becomes abraded during vibration. The results are oxide particles that become corroded. During the collision repair process, the factory protection materials become damaged from working the metals, or from the use of heat in the repair operations. If these factory protection materials are not replaced with some similar protection material after repair, a corrosion hot spot is formed. A corrosion hot spot is a small unprotected area surrounded by a protected area throughout the rest of the vehicle. the hot spot effect causes rapid deterioration of the unprotected area. This deterioration takes place at a much faster rate, sometimes 10-12 times faster than if the entire car were unprotected. The hot spot effect is created because all the corrosive factors are channeled to the unprotected area much the same way all material flowing through a funnel is concentrated in a small area. This hot spot effect means that corrosion failures to the unibody structure could occur in a short period of time even in an atmosphere normally not subject to corrosion. The hot spot effect can cause rapid deterioration of unibody structures from corrosion damage in a desert as well as seaside.

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# Corrosion Protection

The types of materials used in rustproofing application include oil based materials, wax base materials, primers and color coats. The most important properties of rustproofing materials are adhesion, toughness, and the resistance to the environment. The best coating in the world is not effective unless it is present in the right place at the right time.

## Corrosion Protection Information

When making the collision repair, refer to the manufacturer's information on where corrosion protection and sealants are applied. Be sure to follow the recommendations. The application process is usually included with the material manufacturer's information so be sure to read and understand it before proceeding with the repair.

## Collision Repair Corrosion Protection Materials

The materials must provide good **electrolyte barriers**. The material must also be able to penetrate **tiny crevices** and prevent **abrasive corrosion**. The material must be **compatible** with **paint systems** as many areas of the car must be treated before paint is applied.

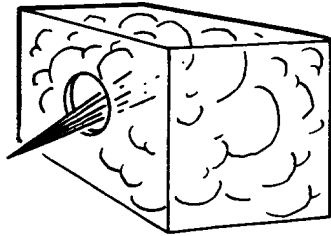
Materials containing silicones will cause paint conditions such as fish eyes if they are applied before the repaired vehicle is painted. So no silicone containing material is to be used. As many of the repair areas are more accessible before final assembly and painting, the non-silicone type materials are a must for this type of application.

When protecting an enclosed area, fog type properties for the corrosion protection material are a plus. The fog properties make the material much less susceptible to operator error or misapplication. With a fog type material, once the material is introduced inside of an enclosure, the fog spreads rapidly and evenly into all areas including tiny crevices. The fog type materials do not require direct spray application to be effective. Fog type materials are also very effective in coating over any existing rusted or corrosion damaged areas and preventing further corrosion of these areas. This is especially important on repairs of older vehicles.

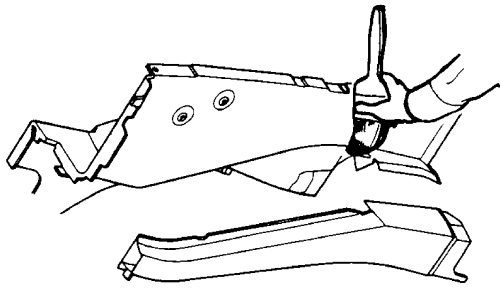
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# Corrosion Protection

## Spray Accessibility to the Repair



Being able to achieve fog spray penetration into enclosed cavities as well as open areas requires application equipment, which includes an assortment of wands of various lengths and design.



Some areas are more effectively treated by brush application of corrosion protection material before they are assembled. A good example of this is an inner and outer engine compartment side rail area. Brush application to the inside of these areas as individual pieces is easy before assembly and can be followed by a light fog application to the weld areas and the crevices formed during assembly after the rails are assembled. Brush application keeps the foreign material from getting between welded joints during assembly yet gives good coverage to general areas with easy application. The material selected in addition to paint compatibility features and fog application features is also an excellent brush application material. Repaired areas, boxed in or closed in are more easily treated during assembly using fog and brush on techniques. Care must be taken to keep the corrosion materials away from the welding areas as welding contamination might take place. Brush-on applications are used before welding and fog in applications are used after welding assemblies together.

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# Corrosion Protection

## Desired Characteristics of Corrosion Protection Material

- 1. Corrosion prevention material-** The material must displace water to prevent corrosion. This can be tested by spraying water on an open panel on the floor, then spraying the corrosion preventative material over the watered panel and observing if the material displaces the water.
- 2. Creepage of material-** To insure thorough and complete protection coverage, the material should have a "creep" capability, approximately 1/4 inch per minute while drying. This assures protective penetration of pinch welds, cracks, etc.
- 3. Safe material-** Material should be non-combustible when dried and when wet unable to support a fire after ignition.
- 4. Clean-up-** The material should be of a viscosity which inhibits runs or drips. Overspray on a vehicle's painted surface should wipe off easily without solvent when wet, with solvent when dry. The material should also dry clean off clothing.
- 5. Guarantee/Warranty-** The corrosion protection has to be done to maintain factory corrosion warranty. Manufacturer's recommendations must be followed.

## Glossary:

**Abrasion Corrosion** - Rubbing or hitting of one material by another

**Corrosion Protection** - Material applied to deter corrosion (oxidation)

**Crevice Corrosion** - Oxidation when two metals are joined

**Electrolytic Corrosion** - Electrical action taking place between two materials in the presence of an electrolyte (liquid)

**Fogging** - Applying material in a mist form

**Fretting** - Deterioration of metal at contact surfaces due to motion and corrosive elements

**Galvanic Corrosion** - Electrical action (electrolysis) between two dissimilar metals in the presence of electrolyte (liquid)

**Hot Spot** - An unprotected area subject to corrosion

**Pitting Corrosion** - Corrosion on a surface the results in a small "specks" or "pinholes"

**Stress of Fatigue, Cracking Corrosion** - Cracking due to stress and atmospheric elements

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# 90 LINE



## The Smart Choice

Seventy percent of worldwide car manufacturers use waterborne basecoat finishes, which for a number of reasons makes 90-Line Waterborne the smart choice.

First of all, Glasurit 90-Line is the most advanced technology available in today's market. It's this superior technology that gives 90-Line some distinct advantages over conventional solventborne systems. In addition to better hiding and easier blending, 90-Line saves time. And less time means increased productivity.

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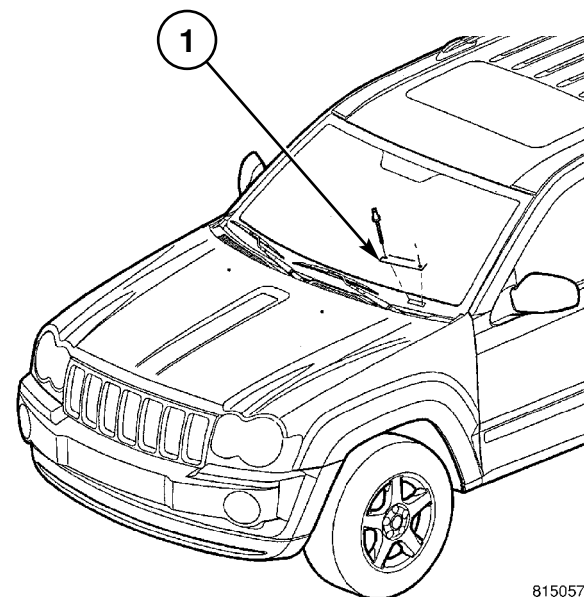
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## GRAND CHEROKEE VEHICLE IDENTIFICATION NUMBER DESCRIPTION

The Vehicle Identification Number (VIN) can be viewed through the windshield at the upper left corner of the instrument panel, near the left windshield pillar. The VIN consists of 17 characters in a combination of letters and numbers that provide specific information about the vehicle. Refer to VIN Code Breakdown Chart for decoding information. To protect the consumer from theft and possible fraud the manufacturer is required to include a Check Digit at the ninth position of the vehicle identification number. The check digit is used by the manufacturer and government agencies to verify the authenticity of the vehicle and official documentation. The formula to use the check digit is not released to the general public.

### VEHICLE IDENTIFICATION NUMBER (VIN)

1 - VEHICLE IDENTIFICATION NUMBER (VIN)



8150576f

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## VEHICLE IDENTIFICATION NUMBER DECODING CHART

POSITION	INTERPRETATION	CODE = DESCRIPTION
1	Country of Origin	1 = Manufactured by Daimler Chrysler Corporation
2	Make	J = Jeep
3	Vehicle Type	4 = MPV Less Side Air Bags 8 = MPV With Side Air Bags
4	Gross Vehicle Weight Rating	G = 5001 - 6000 lbs.
5	Vehicle Line (WK)	S = Grand Cherokee 4X2 R = Grand Cherokee 4X4
5	Vehicle Line (WH)	C = Grand Cherokee 4X4 (LHD) D = Grand Cherokee 4X4 (RHD)
6	Series	4 = Grand Cherokee LAREDO 5 = Grand Cherokee LIMITED E = 5 Speed Auto
7	Body Style	8 = Sport Utility 4 Door
8	Engine	K = 3.7K 6 cyl. MPI Gasoline N = 4.7K 8 cyl. MPI Gasoline 2 = 5.7L 8 cyl. HEMI Multiple Displacement Gasoline
9	Check Digit	0 through 9 or X
10	Model Year	5 = 2005
11	Assembly Plant	C = Jefferson North Assembly Y = Chrysler Steyer Assembly
12 through 17	Vehicle Build Sequence	

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# VEHICLE CERTIFICATION LABEL

## DESCRIPTION

A vehicle certification label is attached to every DaimlerChrysler Corporation vehicle. The label certifies that the vehicle conforms to all applicable Federal Motor Vehicle Standards. The label also lists:

- Month and year of vehicle manufacture.
- Gross Vehicle Weight Rating (GVWR). The gross front and rear axle weight ratings (GAWR's) are based on a minimum rim size and maximum cold tire inflation pressure.
- Vehicle Identification Number (VIN).
- Type of vehicle.
- Type of rear wheels.
- Bar code.
- Month, Day and Hour (MDH) of final assembly.
- Paint and Trim codes.
- Country of origin.

The label is located on the driver-side door shut-face.

MFD BY	DAIMLER CHRYSLER CORPORATION	DATE OF MFR	1-96 C	GVWR	2268 KG (05000 LB)
GAWR FRONT	WITH TIRES	RIMS AT	COLD		
1203 KG (2650 LB)	P195/75R14	14 X 5.5	380 KPA(35 PSI)		
GAWR REAR	WITH TIRES	RIMS AT	COLD		
1225 KG (2700 LB)	P195/75R14	14 X 5.5	380 KPA(35 PSI)		
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.					
VIN: XXXXXXXXXXXXXXXX		TYPE:		SINGLE X DUAL	
					
MDH: 010615 021 PAINT:POP VEHICLE MADE IN CANADA TRIM:C5C3 4848505					

8086df7b

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## JEEP GRAND CHEROKEE PAINT CODES

### EXTERIOR

CODE	COLOR
PGV	Deep Beryl Green
PJC	Light Khaki Metallic Clear Coat
PJT	Dark Khaki Pearl Coat
PSB	Bright Silver Metallic Clear Coat
PXR	Brilliant Black Crystal Pearl Coat
PB8	Midnight Bluse Pearl Coat
PEL	Inferno Red Tinted Pearl Coat
PW1	Stone White Clear Coat

### INTERIOR

CODE	COLOR
BD1	Light Graystone
BD5	Medium Slate Gray
ZJ3	Medium Khaki
ZJ8	Dark Khaki

### BUMPER/CLADDING/FASCIA/TRIM

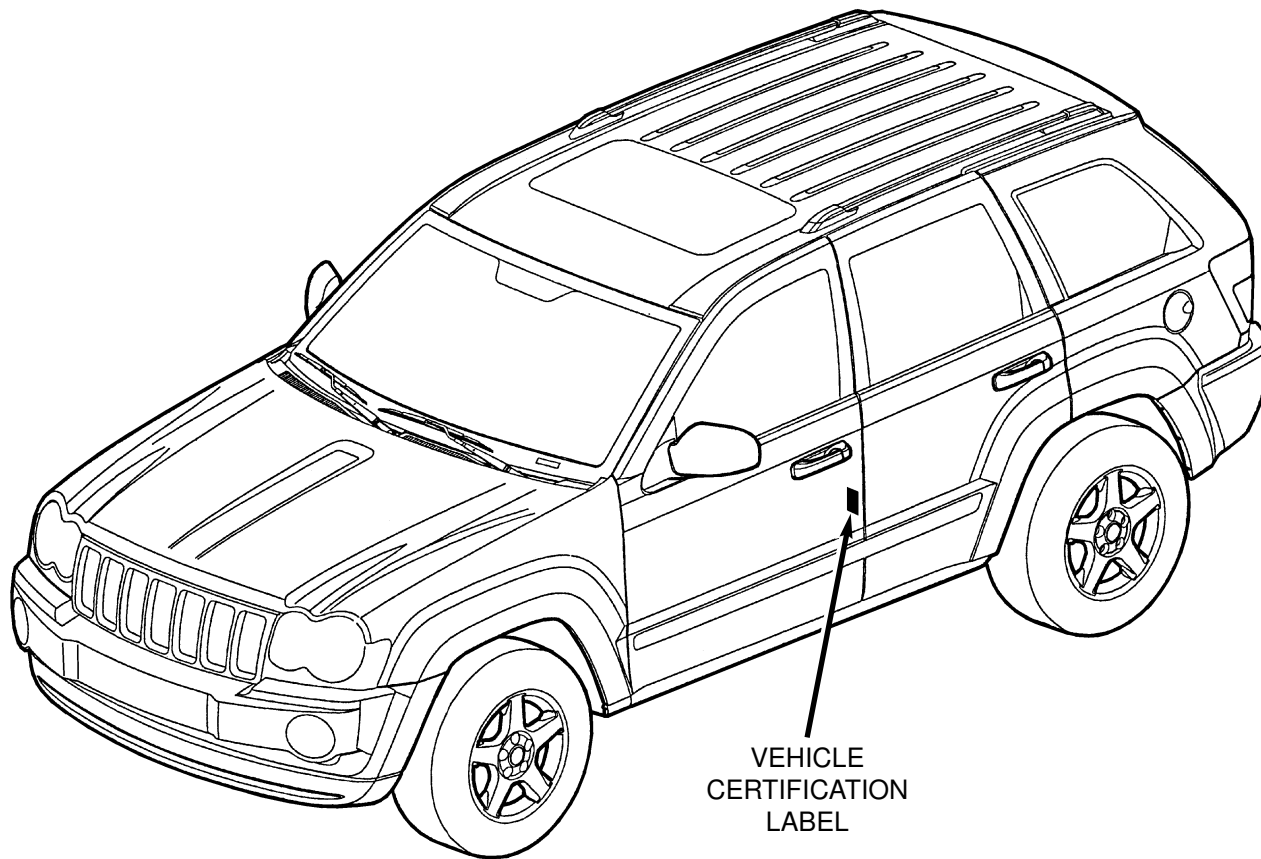
CODE	COLOR
VF7	Driftwood
WLP	Taupe
YBM	Dark Blue
YR8	Dark Red Garnet
ZJQ	Onyx Green
ZSP	Deep Gray
PEL	Inferno Red
PSB	Bright Silver

### WHEEL

CODE	COLOR
YZB	Super Silver

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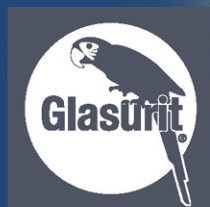
## JEEP GRAND CHEROKEE PAINT CODE LOCATION



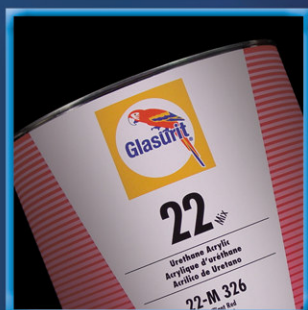
The vehicle certification label identifies the paint code. This label is located on the driver's door shut face.

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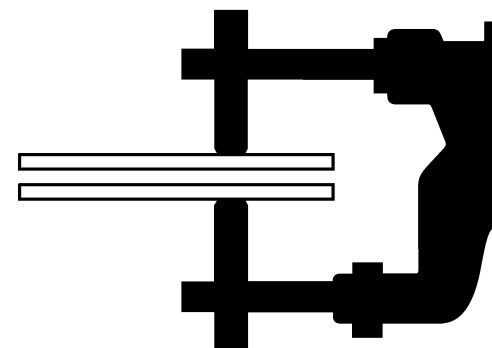
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The Chemical Company

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# WELD PANEL REPLACEMENT

## Jeep Grand Cherokee



The basic parts of the body structure are the welded panels. This section contains a brief description of the placement of some of the panels and their weld locations.

Note: To ensure the strongest, most durable and cleanest welds possible, perform testing before and during all weld procedures. Always follow American Weld Society specifications and procedures.

Note: Diagrams do not show all of the parts.

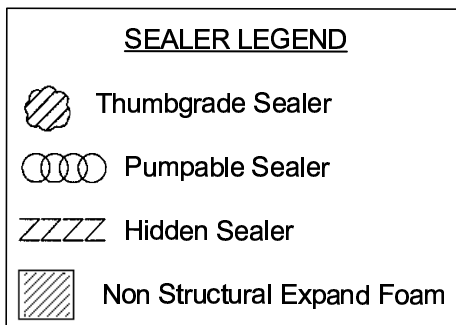
Explanation of Manual Contents .....	Front Door .....
Front Rails .....	Rear Door .....
Engine Box .....	Liftgate .....
Rear Floor .....	Front Floor/Dash/Plenum .....
Rear Rails .....	Engine Box Complete .....
Rear Floor and Ladder .....	Underbody Complete .....
Body in White .....	Outer Body Side Aperture .....
Dash/Plenum .....	Inner Body Side Aperture .....
Front Floor .....	Body Side Aperture Complete .....
Underbody .....	Body in White without Roof .....
Body in White .....	Body in White Complete .....
Hood .....	

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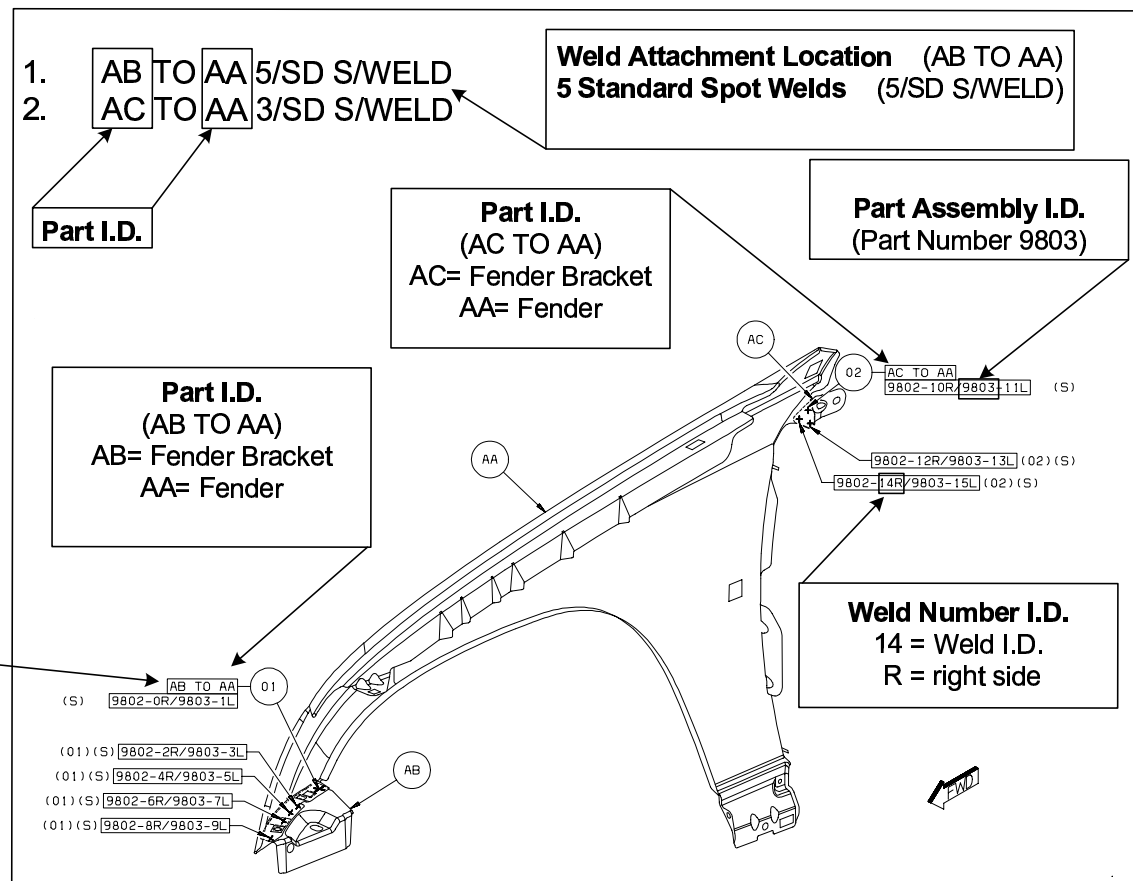
# Explanation of Welding/Sealer Information

The major construction of a unibody vehicle consists of welded panels that create the supporting structure for all components and assemblies of the vehicle. Here are some examples for replacement of these parts.

Certain body components must use sealers to ensure proper assembly. Be sure to check the **Body Sealing Locations** and **Structural Adhesive Sections** for location and sealer type.



The welded components are indicated by using the designations given in the illustration below: For example, "AB to AA" indicates that component "AB" and component "AA" shown in this illustration are welded together.



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## **Explanation of Welding Abbreviations**

### **Definitions**

#### **Weld Type**

(ORD)=Ordinary Weld or Standard

(CRT)=Critical Weld or Diamond

(SAF)=Safety Weld

PROJ=Projection Weld

FCAW=Flex Core Arc Weld

MFG=Manufacturing Weld

S/WELD=Spot Welds

/SD=Per Side

### **Examples**

AA TO AB 5/SD S/WELDS (ORD)=

PART AA WELDED TO PART AB 5 PER SIDE (5 RIGHT/5 LEFT) SPOT WELDS STANDARD

AA TO AB 12 PROJ WELDS (CRT)=

PART AA WELDED TO PART AB 12 PROJECTION WELDS CRITICAL OR DIAMOND

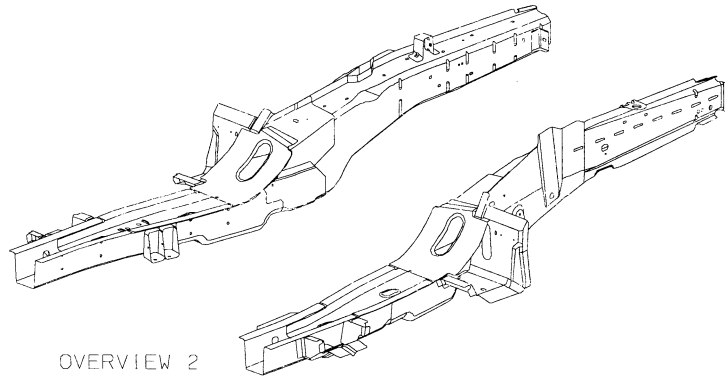
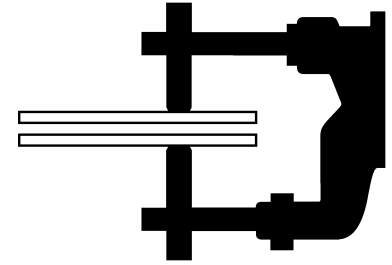
### **Adhesives**

STRUCT ADH (ORD) = Ordinary Structural Adhesive

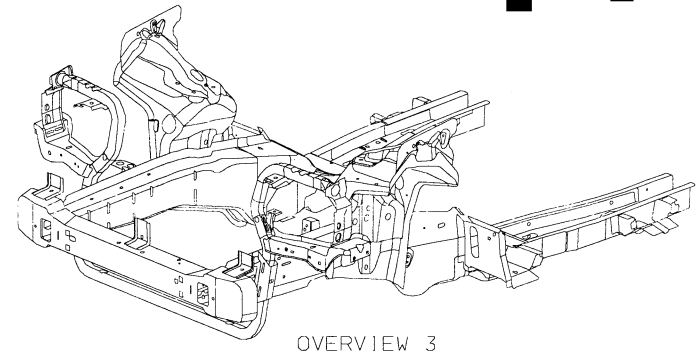
ADH (ORD) = Ordinary Adhesive

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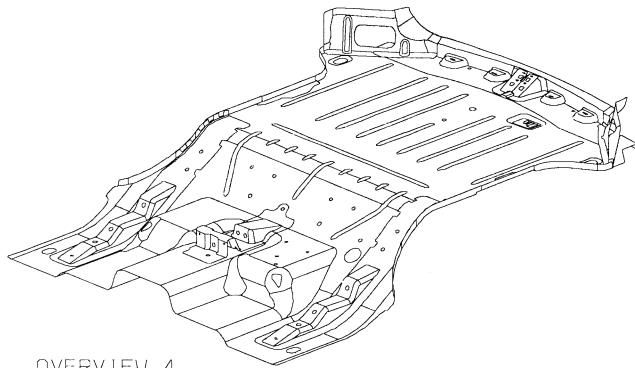
## WELD LOCATION OVERVIEW ZONES



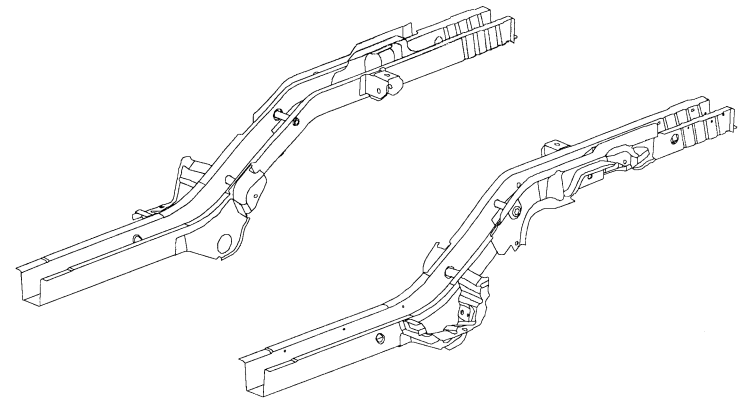
OVERVIEW 2



OVERVIEW 3



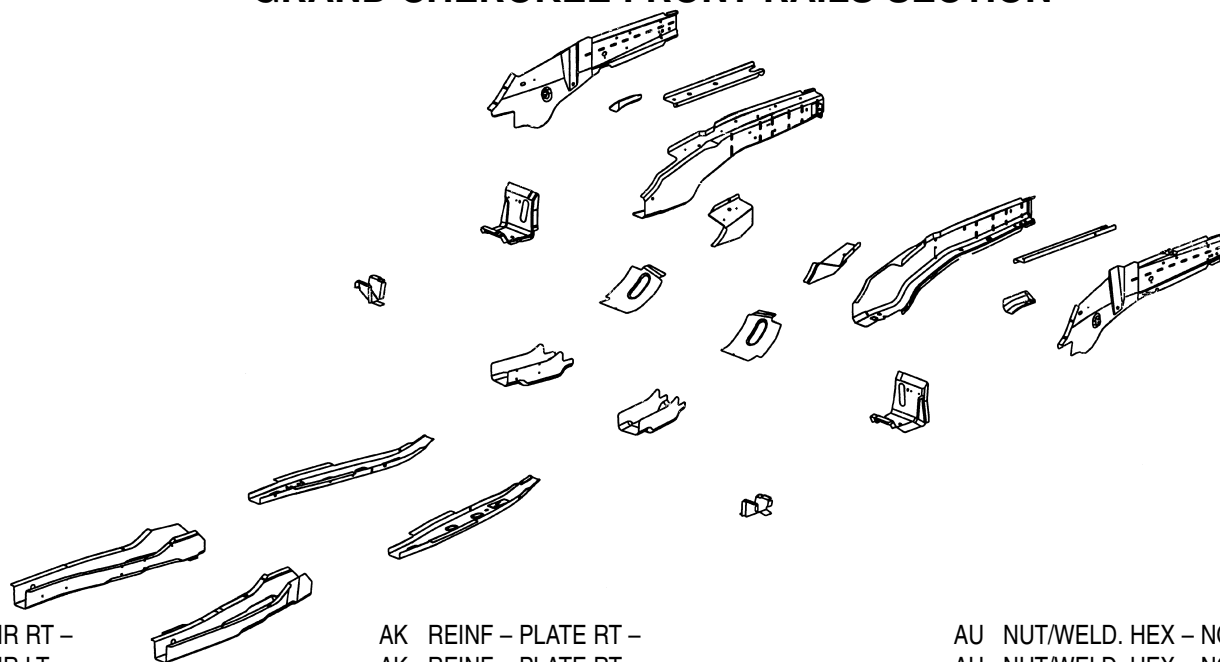
OVERVIEW 4



OVERVIEW 5

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## GRAND CHEROKEE FRONT RAILS SECTION



AA RAIL - FRT INR RT -  
 AA RAIL - FRT INR LT -  
 AB BRACKET - CRADLE MOUNTING FRT RR RT -  
 AB BRACKET - CRADLE MOUNTING FRT RR LT -  
 AC BRACKET ASSY - FRT CROSSMEMBER -  
 AC BRACKET ASSY - FRT CROSSMEMBER -  
 AD SILL - FRT OTR RT -  
 AD SILL - FRT OTR LT -  
 AE RAIL - FRT -  
 AE RAIL - FRT -  
 AF SUPPORT - BATTERY TRAY LT -  
 AG RAIL - FRT RR RT-  
 AG RAIL - FRT RR RT-  
 AH REINF - FRT RAIL U-CHANNEL RT -  
 AH REINF - FRT RAIL U-CHANNEL LT -  
 AJ REINF - KICKDOWN RT -  
 AJ REINF - KICKDOWN LT -

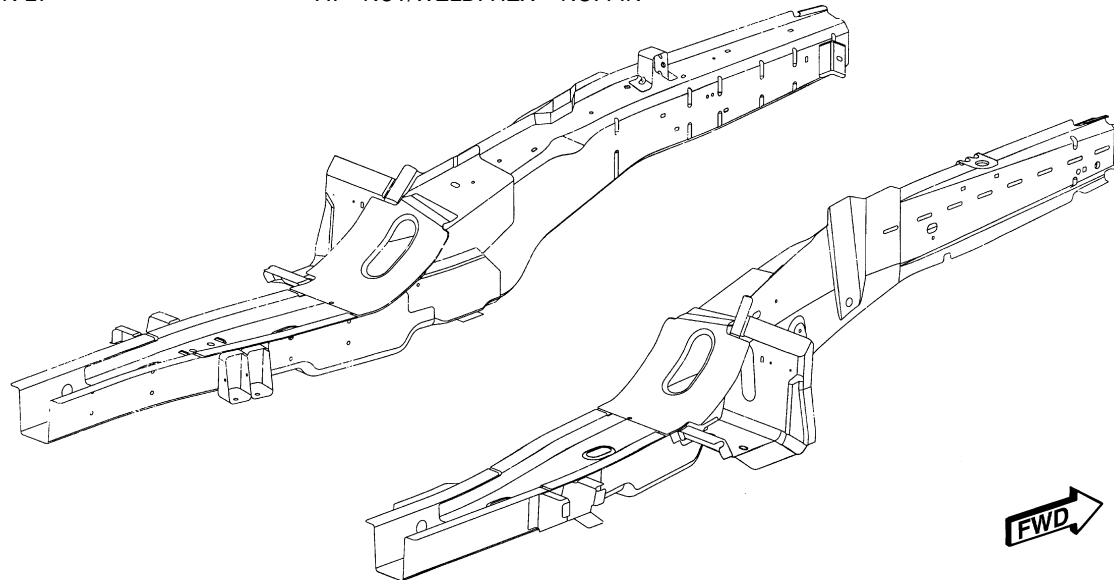
AK REINF - PLATE RT -  
 AK REINF - PLATE RT -  
 AL REINF - FRONT INR RT -  
 AL REINF - FRONT INR LT -  
 AM TORQUE BOX - FRONT RT -  
 AM TORQUE BOX - FRONT LT -  
 AN REINF - SILL UPR RT -  
 AN REINF - SILL UPR LT -  
 AP REINF - TRANS CROSSMEMBER RT -  
 AP REINF - TRANS CROSSMEMBER LT -  
 AR BRACKET - TRANS TO CROSSMEMBER  
MOUNTING -  
 AR BRACKET - TRANS TO CROSSMEMBER  
MOUNTING -  
 AS NUT/WELD. HEX -  
 AS NUT/WELD. HEX -  
 AT NUT/WELD. HEX - NO. FIN -

AU NUT/WELD. HEX - NO. FIN -  
 AU NUT/WELD. HEX - NO. FIN -  
 AV BRACKET - EXHAUST HANGER -  
 AW PLATE - CONTROL ARM MOUNTING UPR -  
 AW PLATE - CONTROL ARM MOUNTING UPR -  
 AX TUBE - TRANS CROSSMEMBER CRUSH -  
 AX TUBE - TRANS CROSSMEMBER CRUSH -  
 AY TUBE - FRT CRADLE CRUSH -  
 AY TUBE - FRT CRADLE CRUSH -  
 AZ TUBE - FRT CRADLE CRUSH -  
 AZ TUBE - FRT CRADLE CRUSH -  
 BA RETAINER - FRT SUSPENSION  
CROSSMEMBER MOUNTING RR -  
 BA RETAINER - FRT SUSPENSION  
CROSSMEMBER MOUNTING RR -

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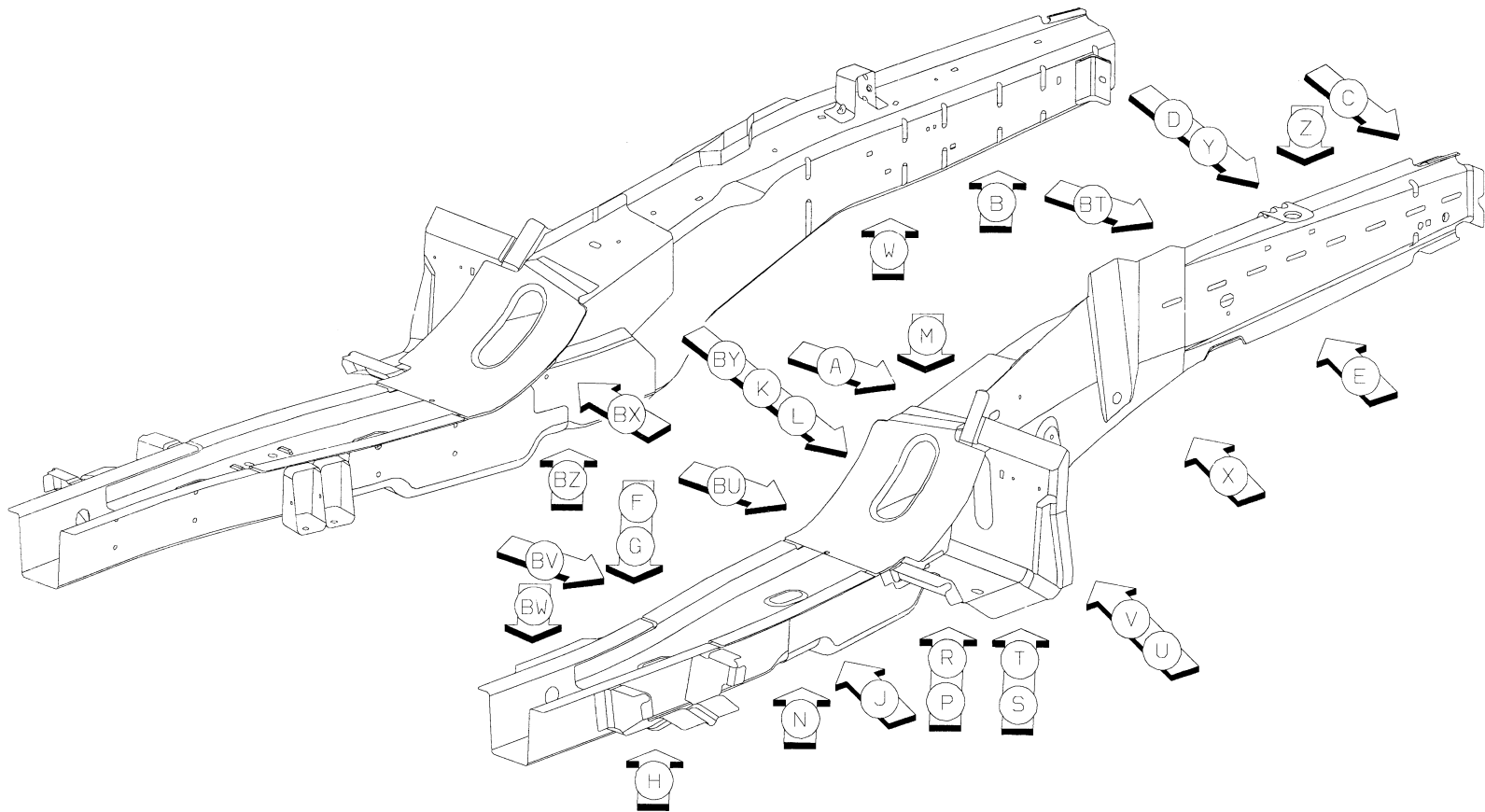
## PARTS IDENTIFICATION LEGEND, OVERVIEW 2

AA RAIL – FRT INR RT –	AK REINF – PLATE RT –	AU NUT/WELD. HEX – NO. FIN –
AA RAIL – FRT INR LT –	AK REINF – PLATE LT –	AU NUT/WELD. HEX – NO. FIN –
AB BRACKET – CRADLE MOUNTING FRT RR RT –	AL REINF – FRONT INR RT –	AV BRACKET – EXHAUST HANGER –
AB BRACKET – CRADLE MOUNTING FRT RR LT –	AL REINF – FRONT INR LT –	AW PLATE – CONTROL ARM MOUNTING UPR –
AC BRACKET ASSY – FRT CROSSMEMBER –	AM TORQUE BOX – FRONT RT –	AW PLATE – CONTROL ARM MOUNTING UPR –
AC BRACKET ASSY – FRT CROSSMEMBER –	AM TORQUE BOX – FRONT LT –	AX TUBE – TRANS CROSSMEMBER CRUSH –
AD SILL – FRT OTR RT –	AN REINF – SILL UPR RT –	AX TUBE – TRANS CROSSMEMBER CRUSH –
AD SILL – FRT OTR LT –	AN REINF – SILL UPR LT –	AY TUBE – FRT CRADLE CRUSH –
AE RAIL – FRT –	AP REINF – TRANS CROSSMEMBER RT –	AY TUBE – FRT CRADLE CRUSH –
AE RAIL – FRT –	AP REINF – TRANS CROSSMEMBER LT –	AZ TUBE – FRT CRADLE CRUSH –
AF SUPPORT – BATTERY TRAY LT –	AR BRACKET – TRANS TO CROSSMEMBER MOUNTING –	AZ TUBE – FRT CRADLE CRUSH –
AG RAIL – FRT RR RT –	AR BRACKET – TRANS TO CROSSMEMBER MOUNTING –	BA RETAINER – FRT SUSPENSION CROSSMEMBER MOUNTING RR –
AG RAIL – FRT RR LT –		BA RETAINER – FRT SUSPENSION CROSSMEMBER MOUNTING RR –
AH REINF – FRT RAIL U-CHANNEL RT –	AS NUT/WELD. HEX –	
AH REINF – FRT RAIL U-CHANNEL LT –	AS NUT/WELD. HEX –	
AJ REINF – KICKDOWN RT –	AT NUT/WELD. HEX – NO. FIN –	
AJ REINF – KICKDOWN LT –		



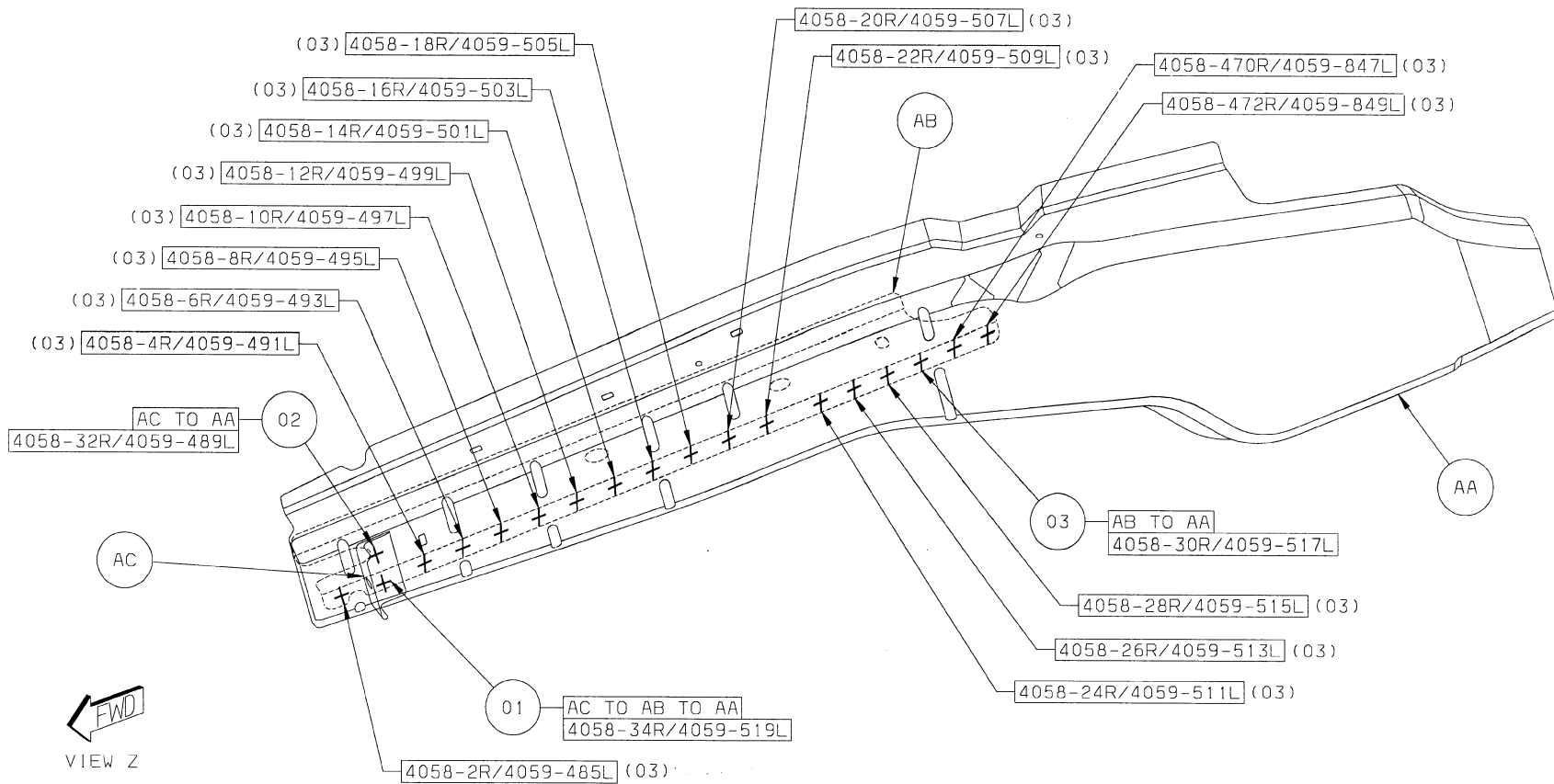
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## WELD LAYOUT LOCATION GUIDE



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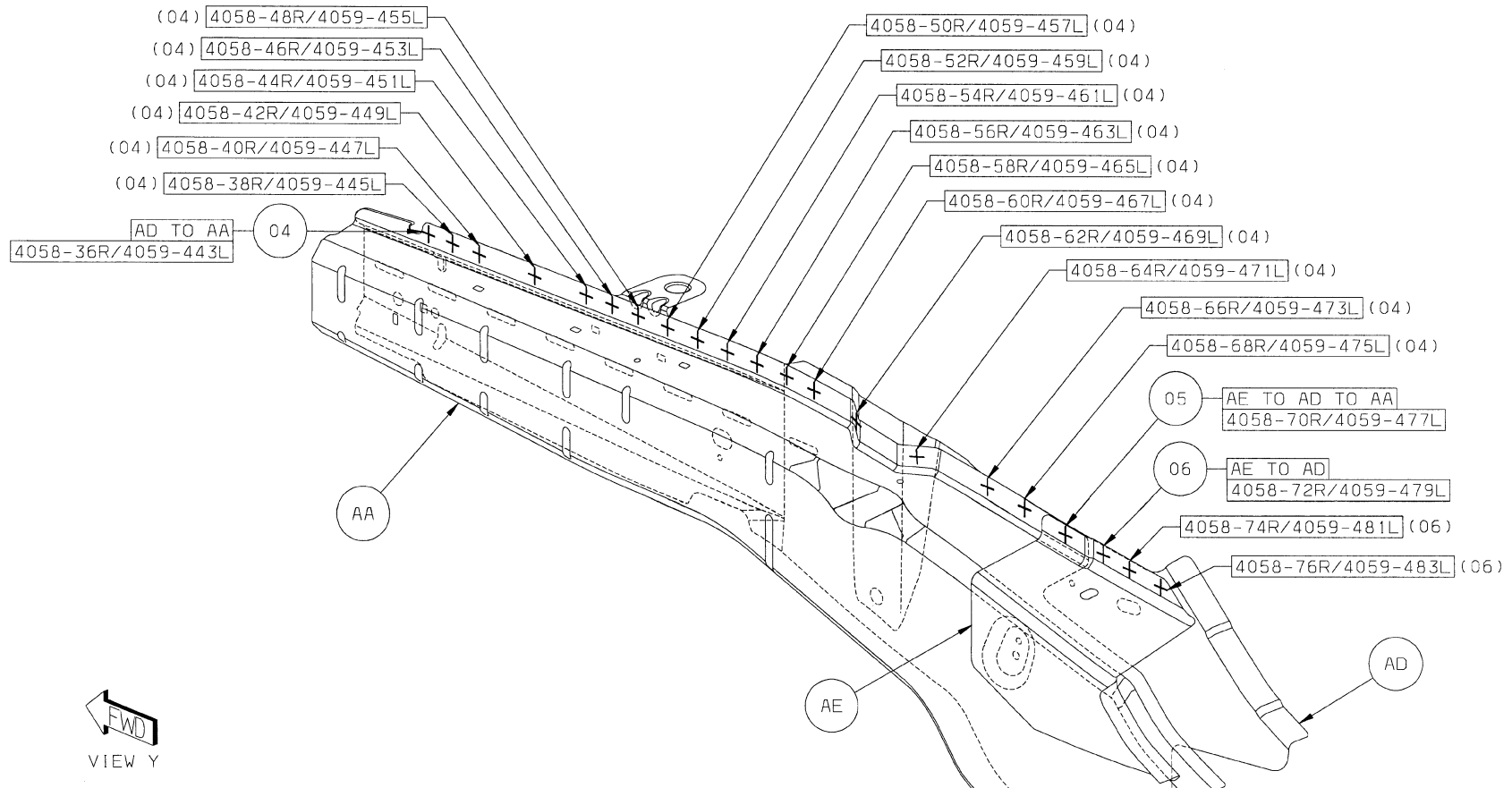
- 1 AC TO AB TO AA 1/SD S/WELD
- 2 AC TO AA 1/SD S/WELD
- 3 AB TO AA 17/SD S/WELD



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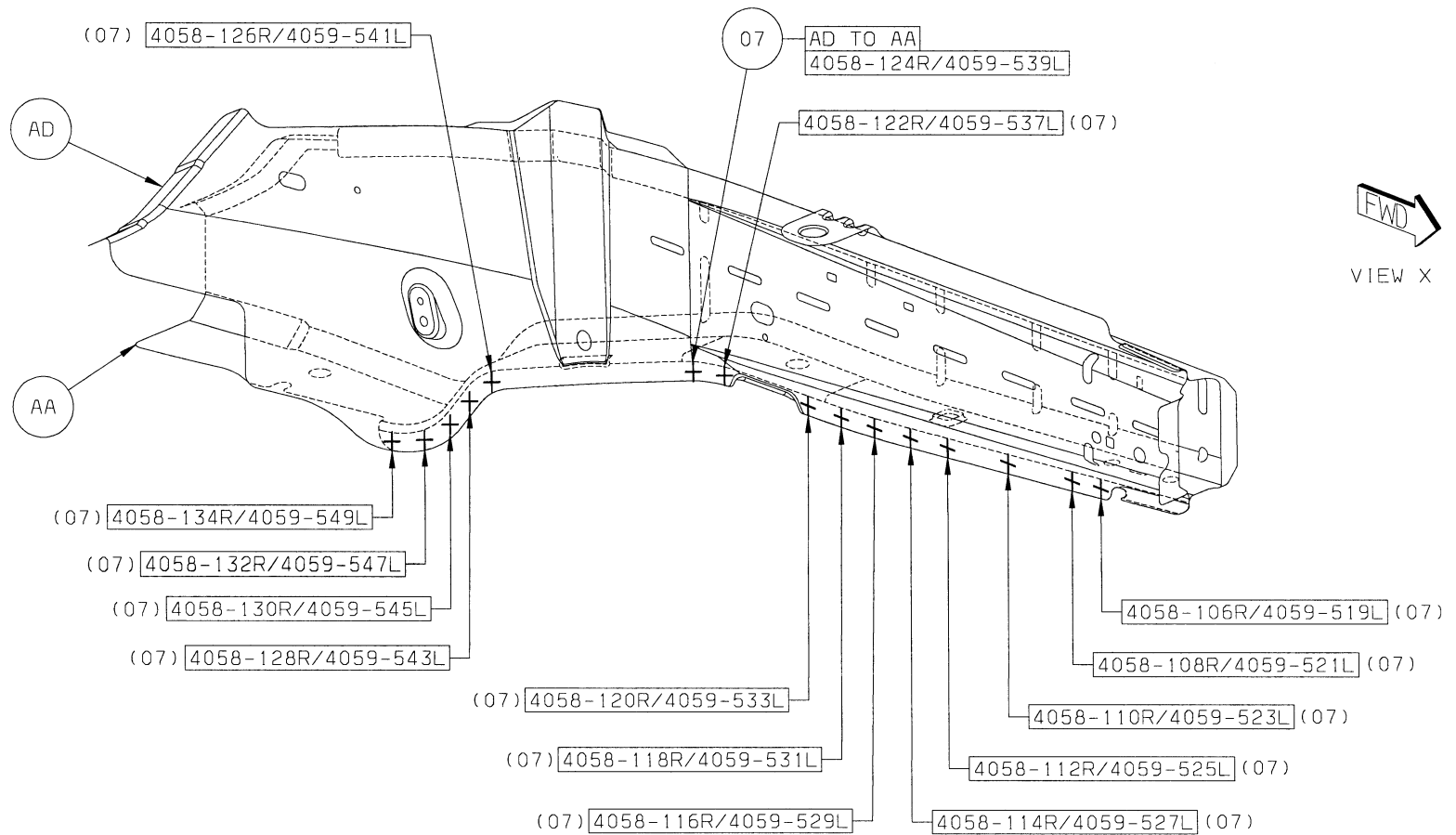


- 4 AD TO AA 17/SD S/WELD
- 5 AE TO AD TO AA 1/SD S/WELD
- 6 AE TO AD 3/SD S/WELD



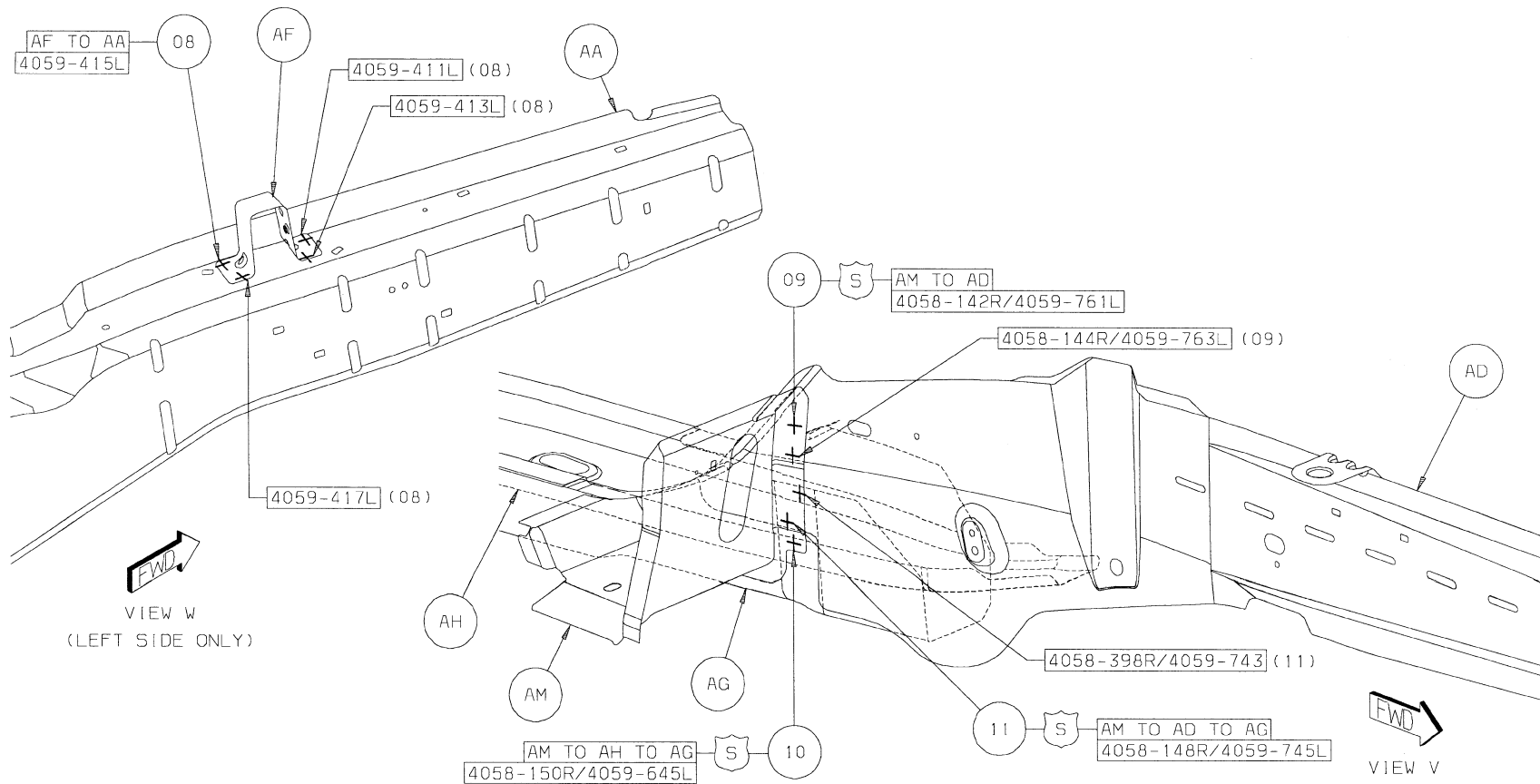
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## 7 AD TO AA 15/SD S/WELD



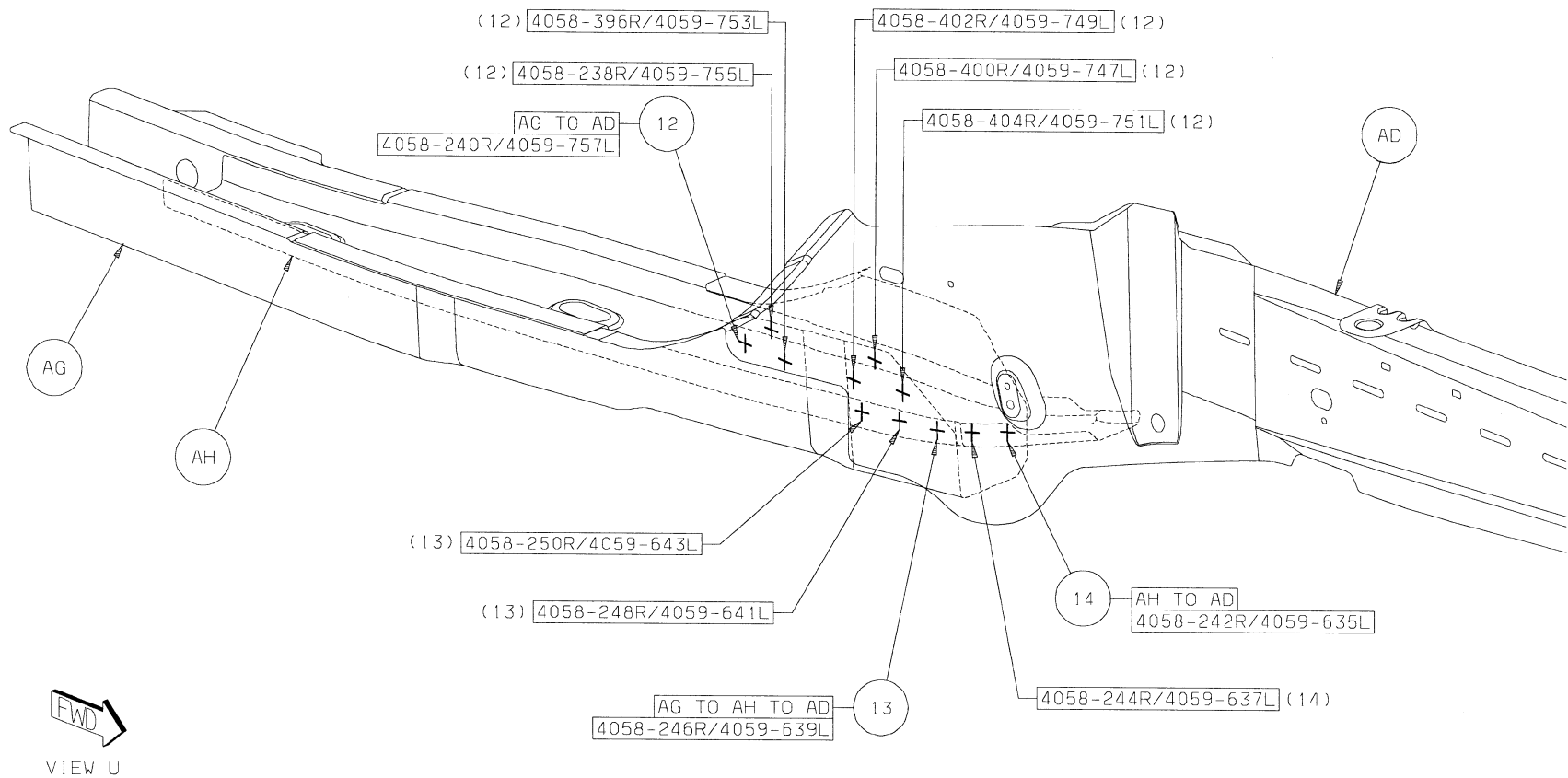
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- 8 AF TO AA 4L S/WELD
- 9 AM TO AD 2/SD S/WELD
- 10 AM TO AH TO AG 1/SD S/WELD
- 11 AM TO AD TO AG 2/SD S/WELD



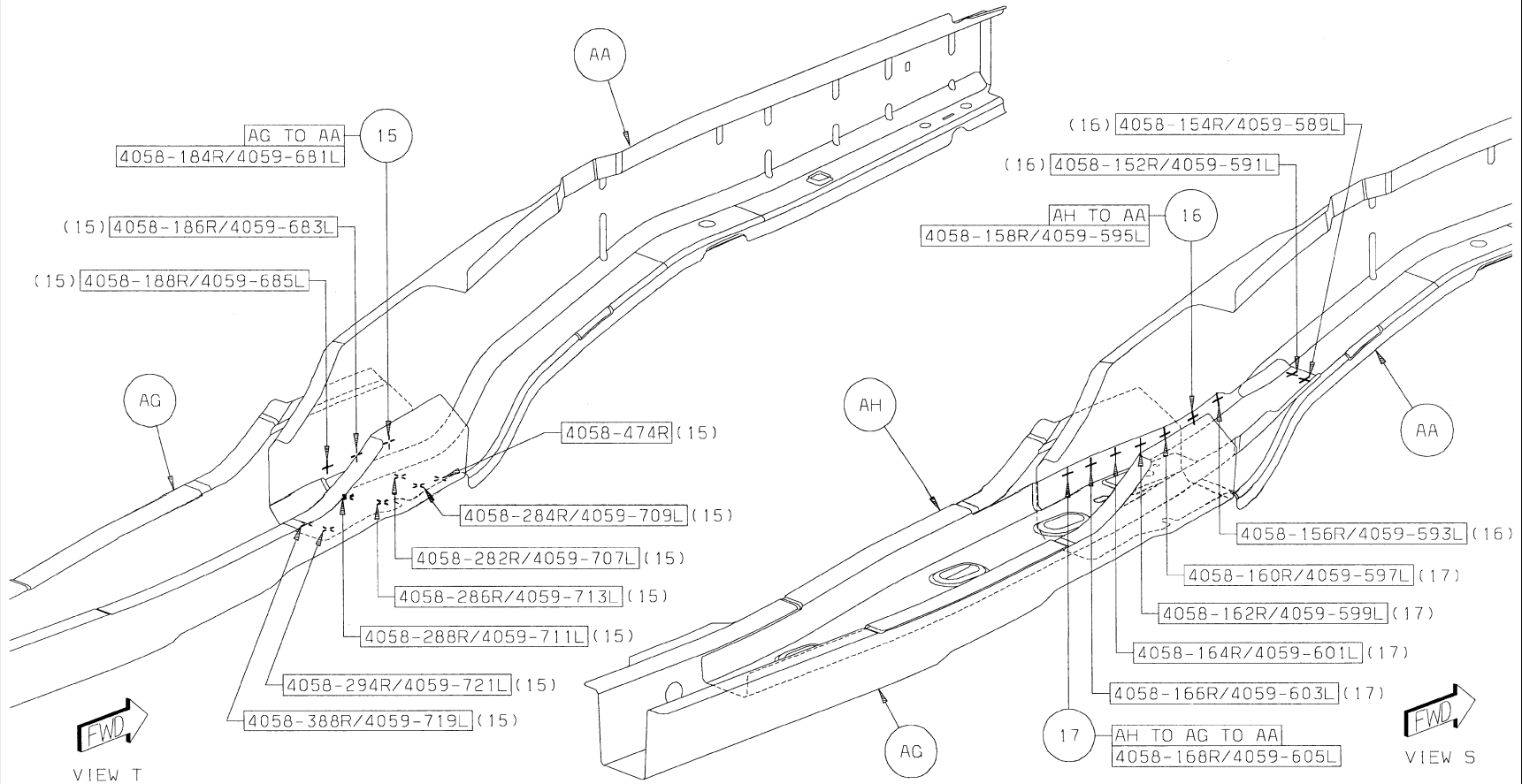
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- 12 AG TO AD 6/SD S/WELD
- 13 AG TO AH TO AD 3/SD S/WELD
- 14 AH TO AD 2/SD S/WELD



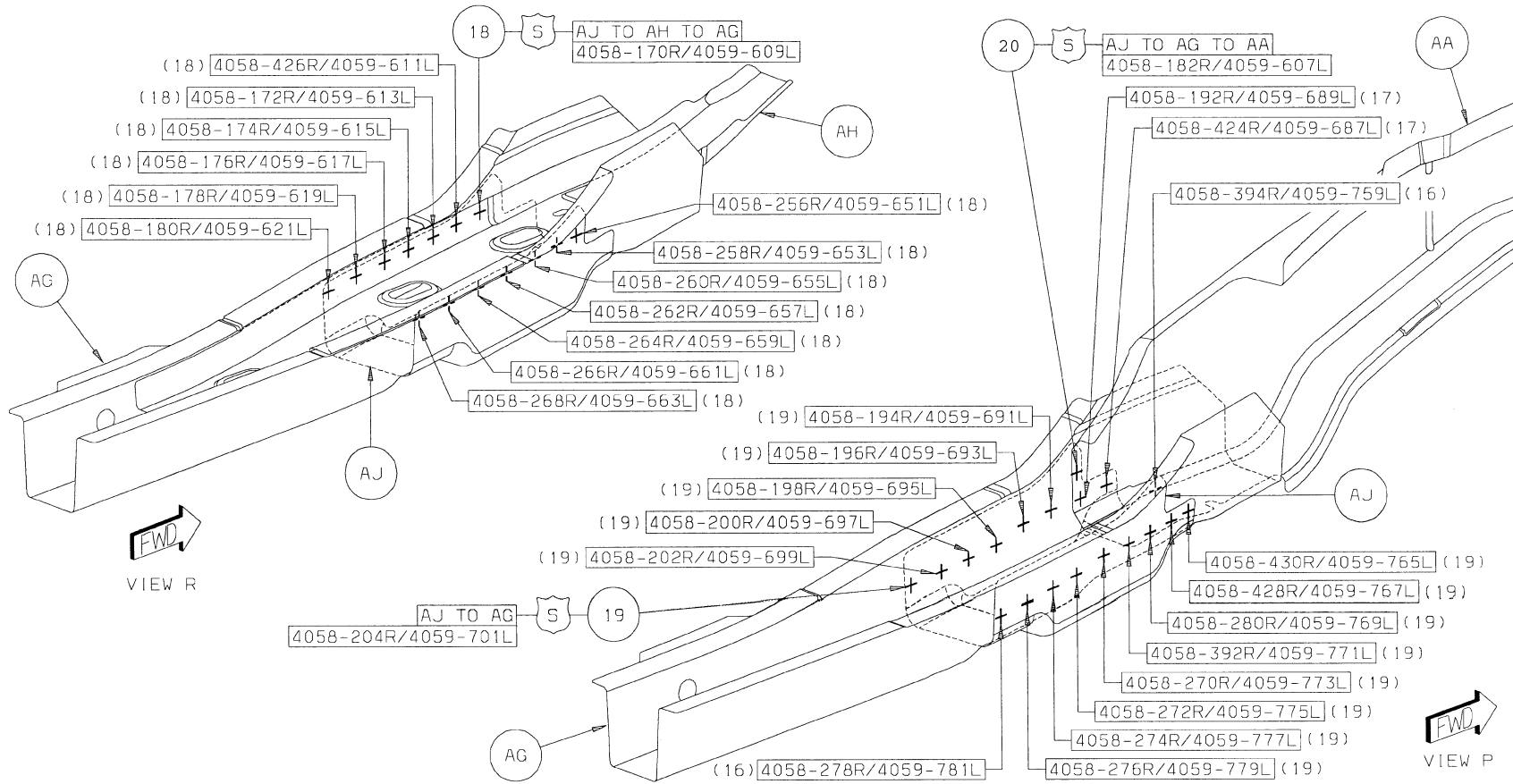
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- 15 AG TO AA 10R/9L S/WELD
- 16 AH TO AA 4/SD S/WELD
- 17 AH TO AG TO AA 5/SD S/WELD



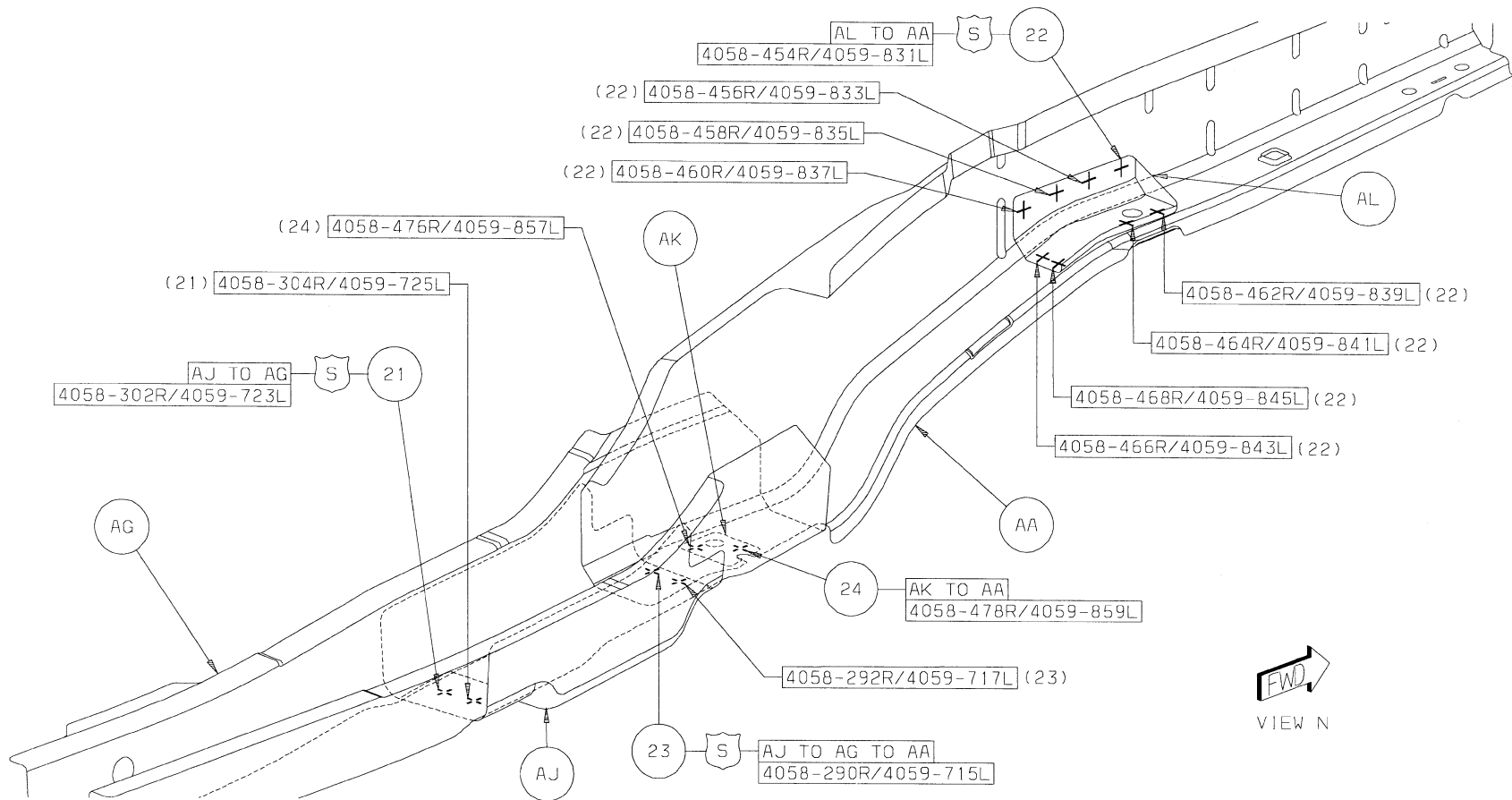
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- 18 AJ TO AH TO AG 14/SD S/WELD  
 19 AJ TO AG 16/SD S/WELD  
 20 AJ TO AG TO AA 3/SD S/WELD



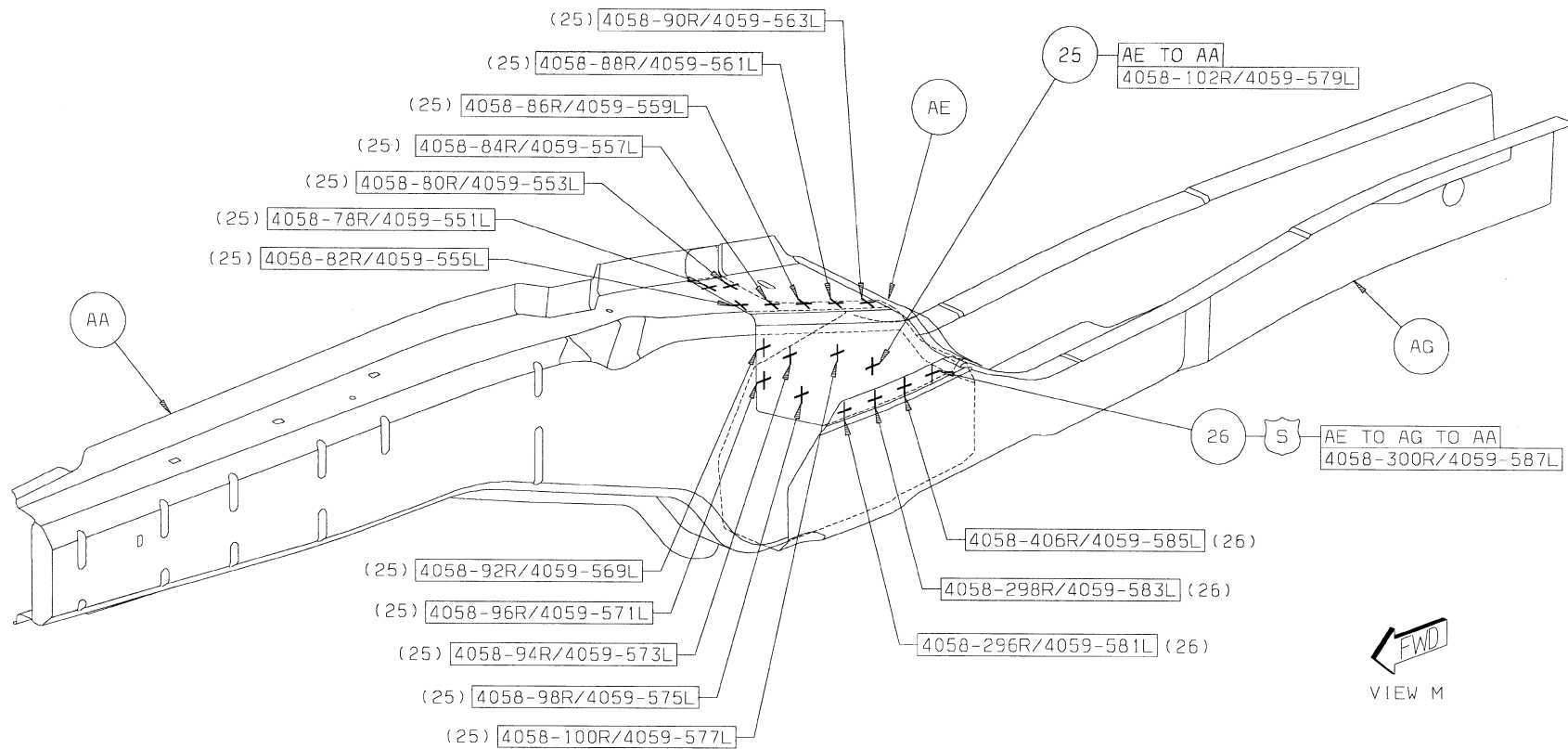
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- 21 AJ TO AG 2/SD S/WELD
- 22 AL TO AA 8/SD S/WELD
- 23 AJ TO AG TO AA 2/SD S/WELD
- 24 AK TO AA 2/SD S/WELD



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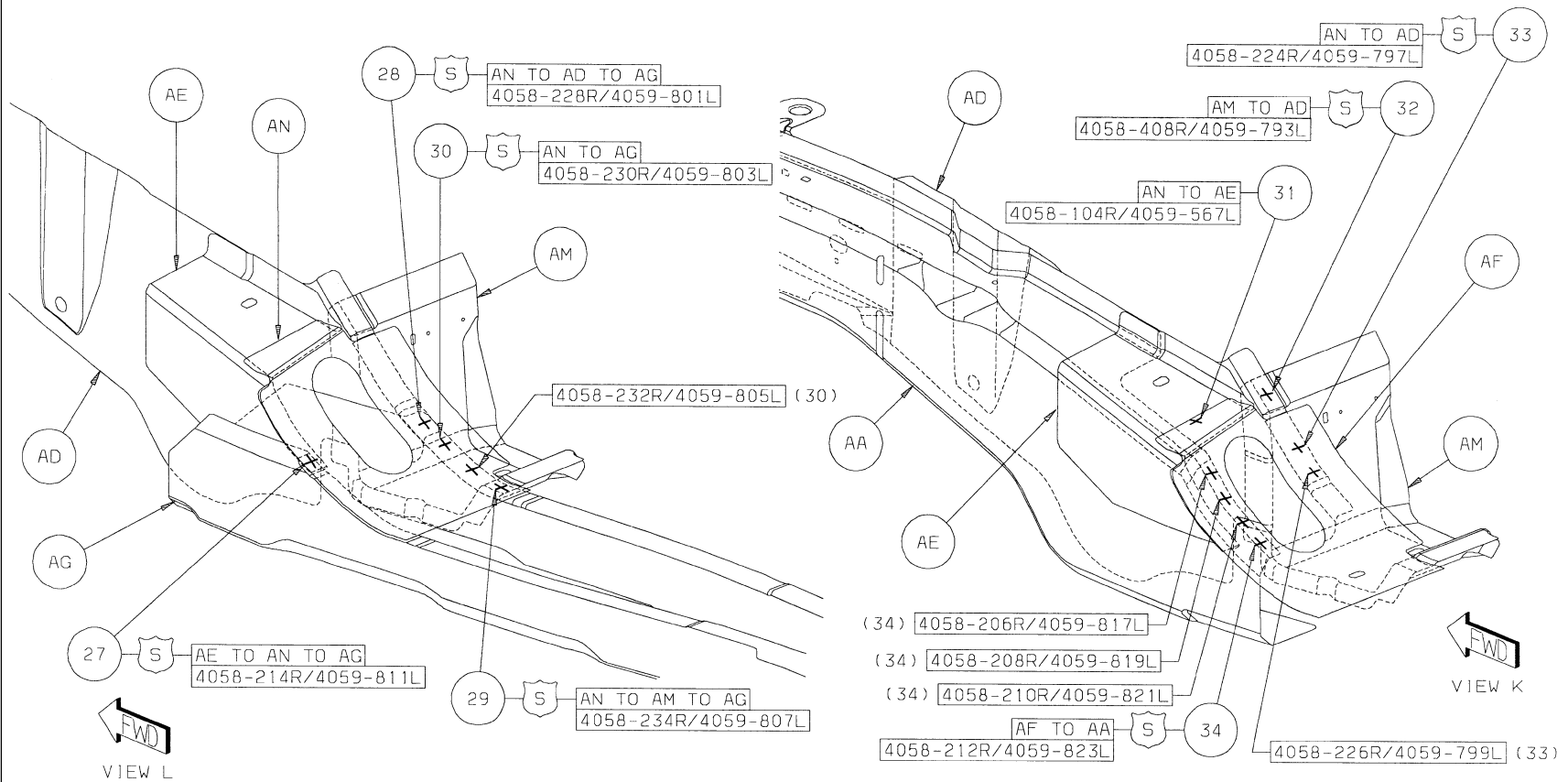
- 25 AE TO AA 13/SD S/WELD  
 26 AE TO AG TO AA 4/SD S/WELD



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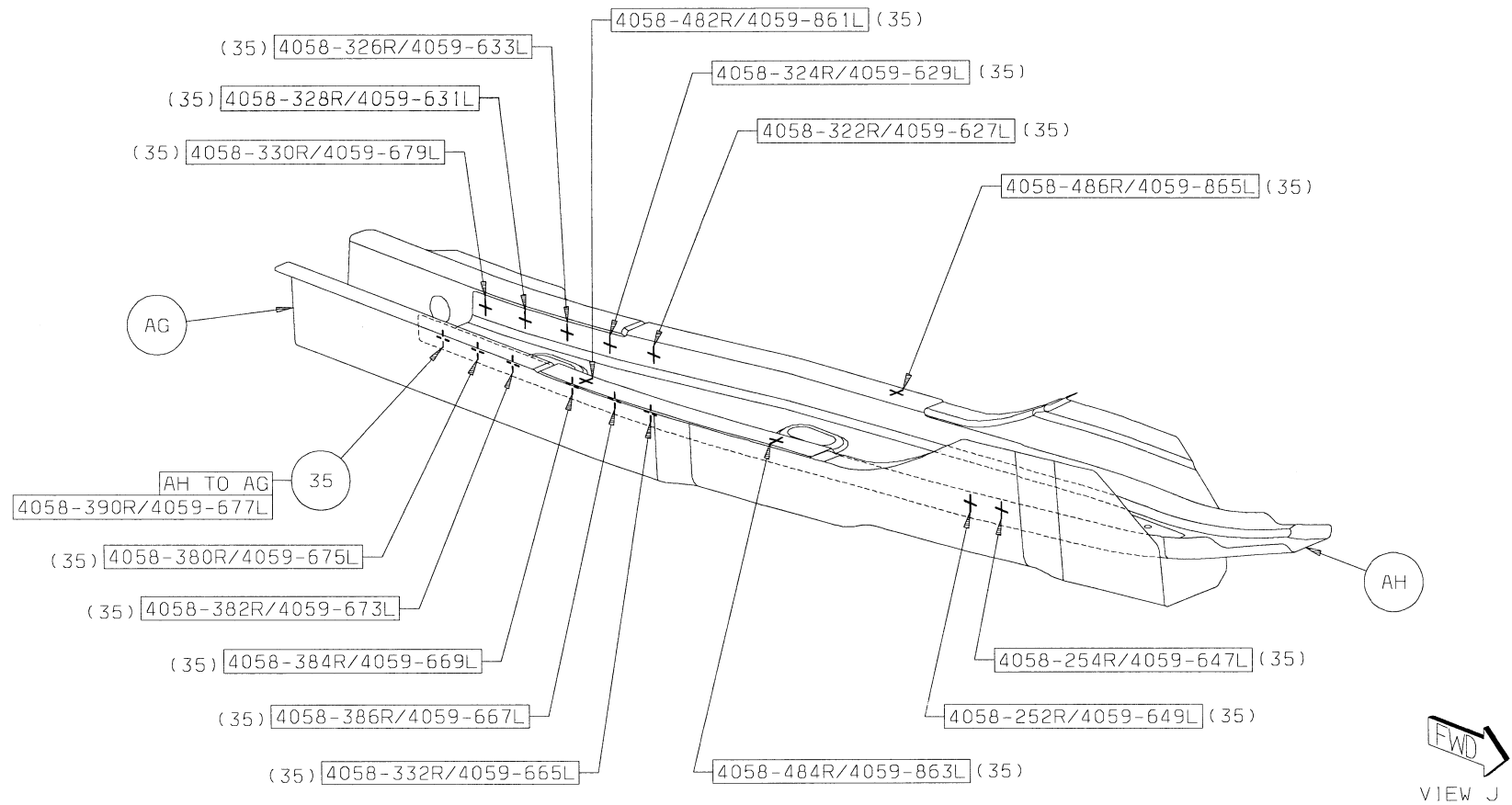


- 27 AE TO AN TO AG 1/SD S/WELD
- 28 AN TO AD TO AG 1/SD S/WELD
- 29 AN TO AM TO AG 1/SD S/WELD
- 30 AN TO AG 2/SD S/WELD
- 31 AN TO AE 1/SD S/WELD
- 32 AM TO AD 1/SD S/WELD
- 33 AN TO AD 2/SD S/WELD
- 34 AF TO AA 4/SD S/WELD



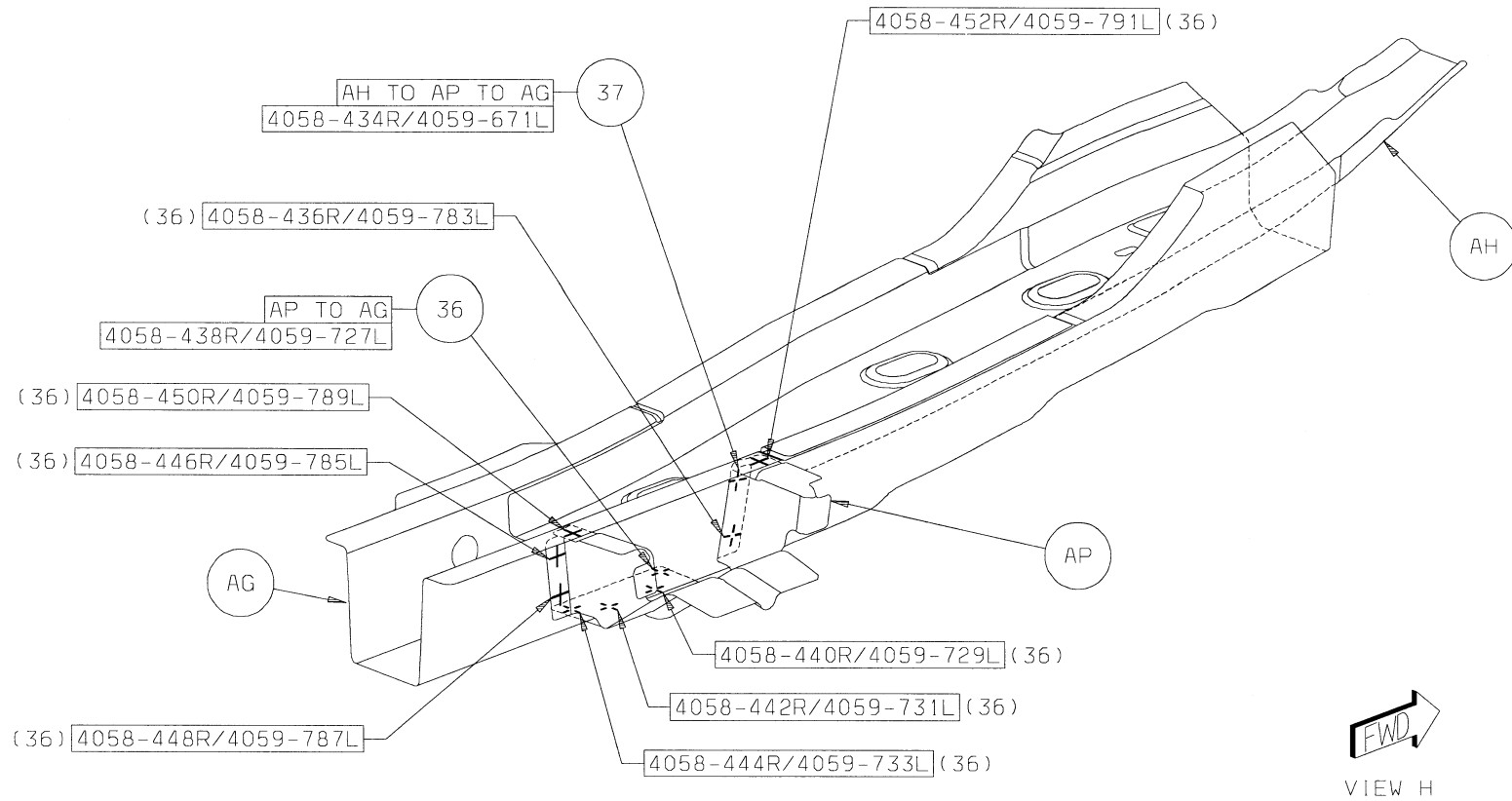
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35 AH TO AG 16/SD SWELD



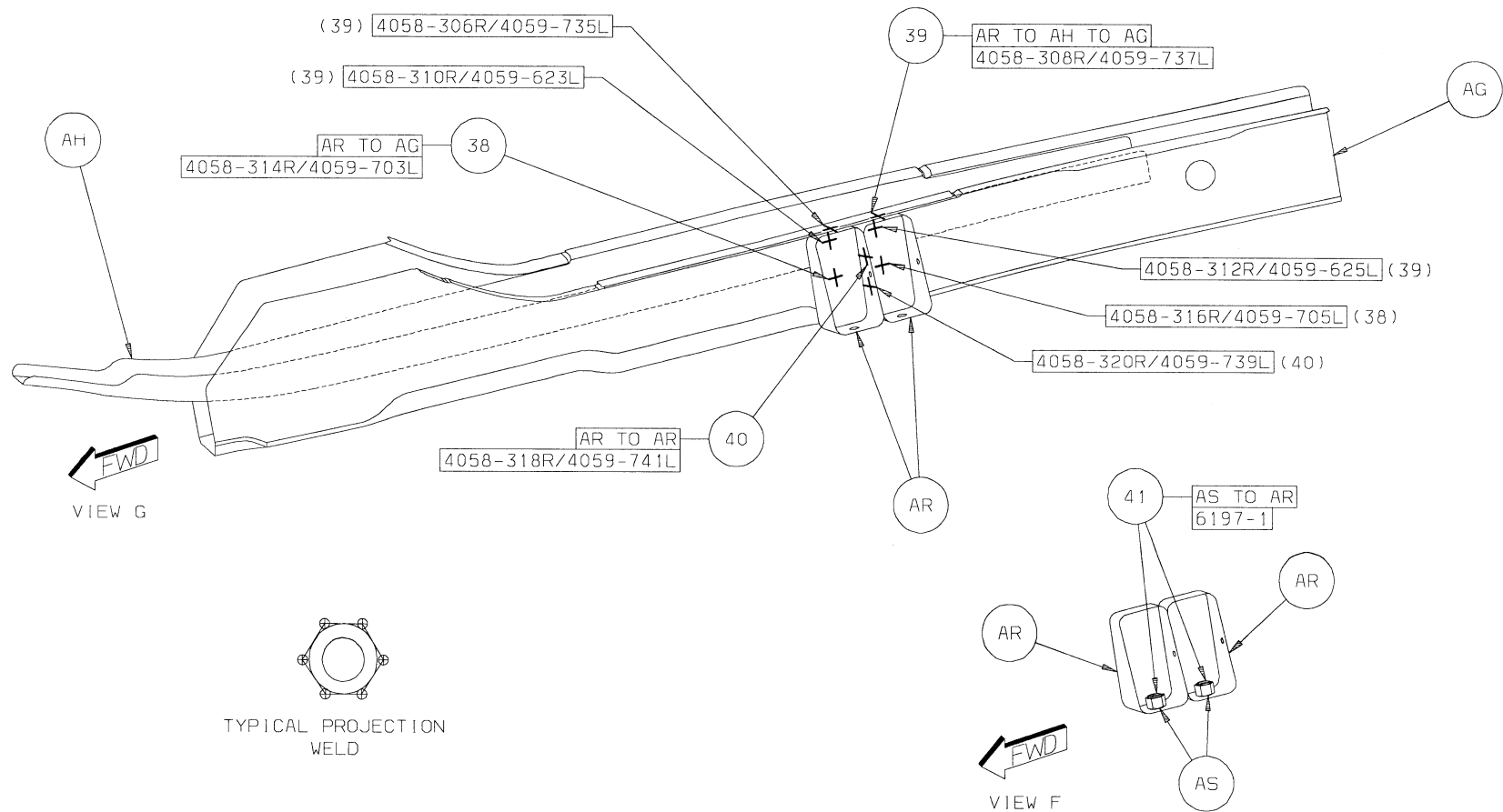
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- 36 AP TO AG 9/SD S/WELD  
37 AH TO AP TO AG 1/SD S/WELD



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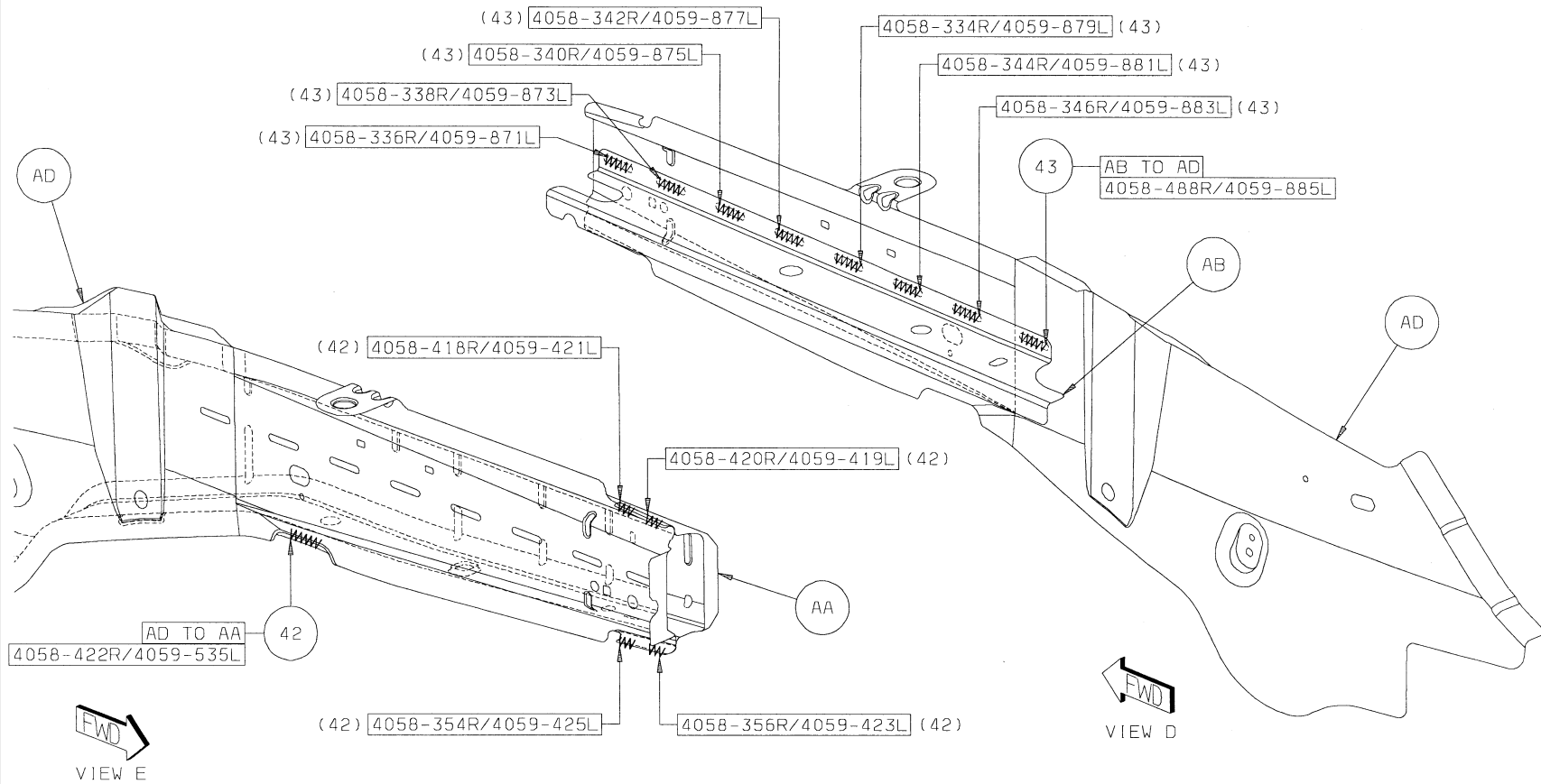
- 38 AR TO AG 2/SD S/WELD
- 39 AR TO AH TO AG 4/SD S/WELD
- 40 AR TO AR 2/SD S/WELD
- 41 AS TO AR 2/LS PROJ WELD



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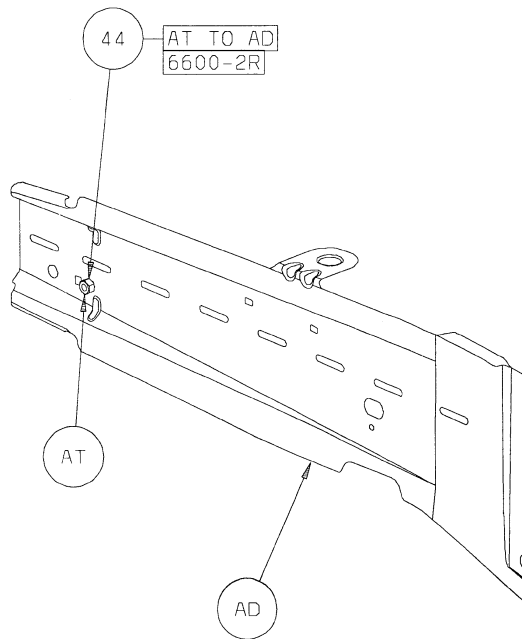
42 AD TO AA 5/SD FCAW

43 AB TO AD 8/SD FCAW

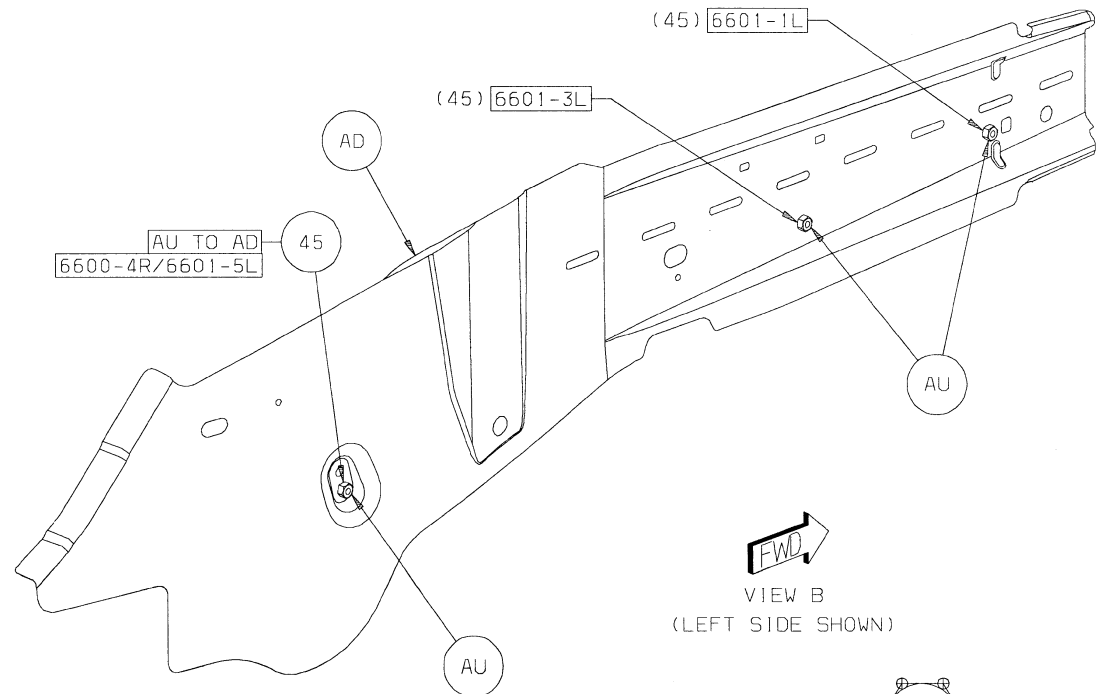



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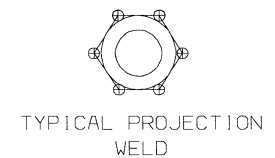
- 44 AT TO AD 1R PROJ WELD  
45 AU TO AD 1R/3L PROJ WELD



  
VIEW C  
(RIGHT SIDE ONLY)

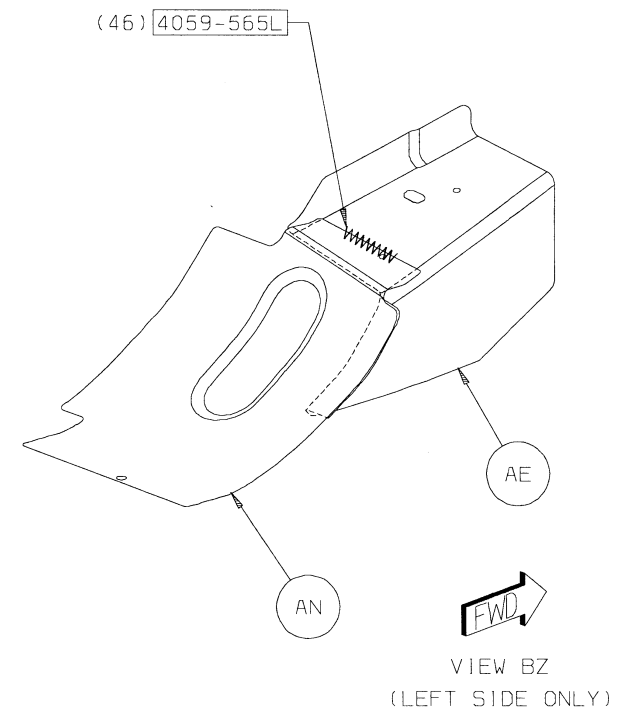
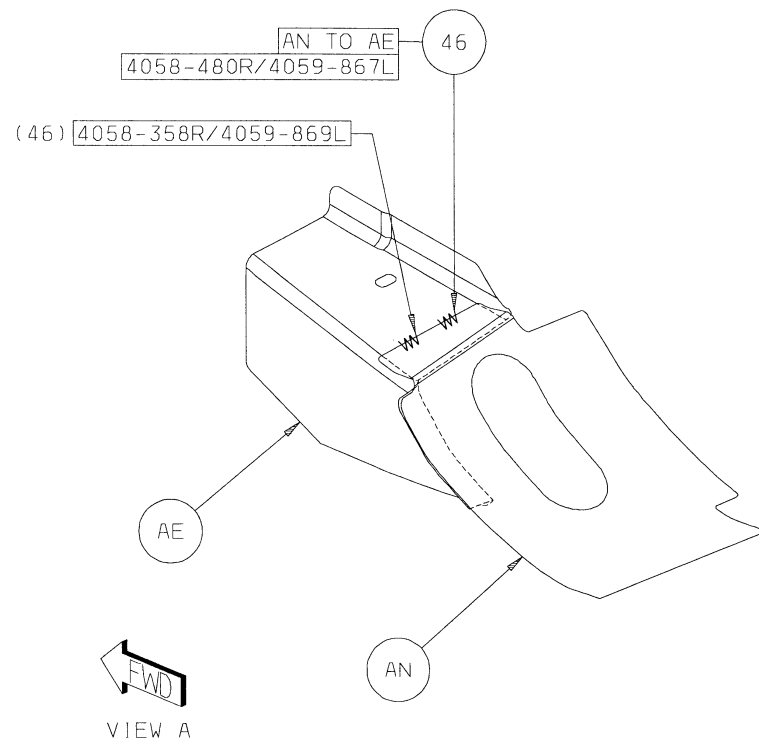


  
VIEW B  
(LEFT SIDE SHOWN)



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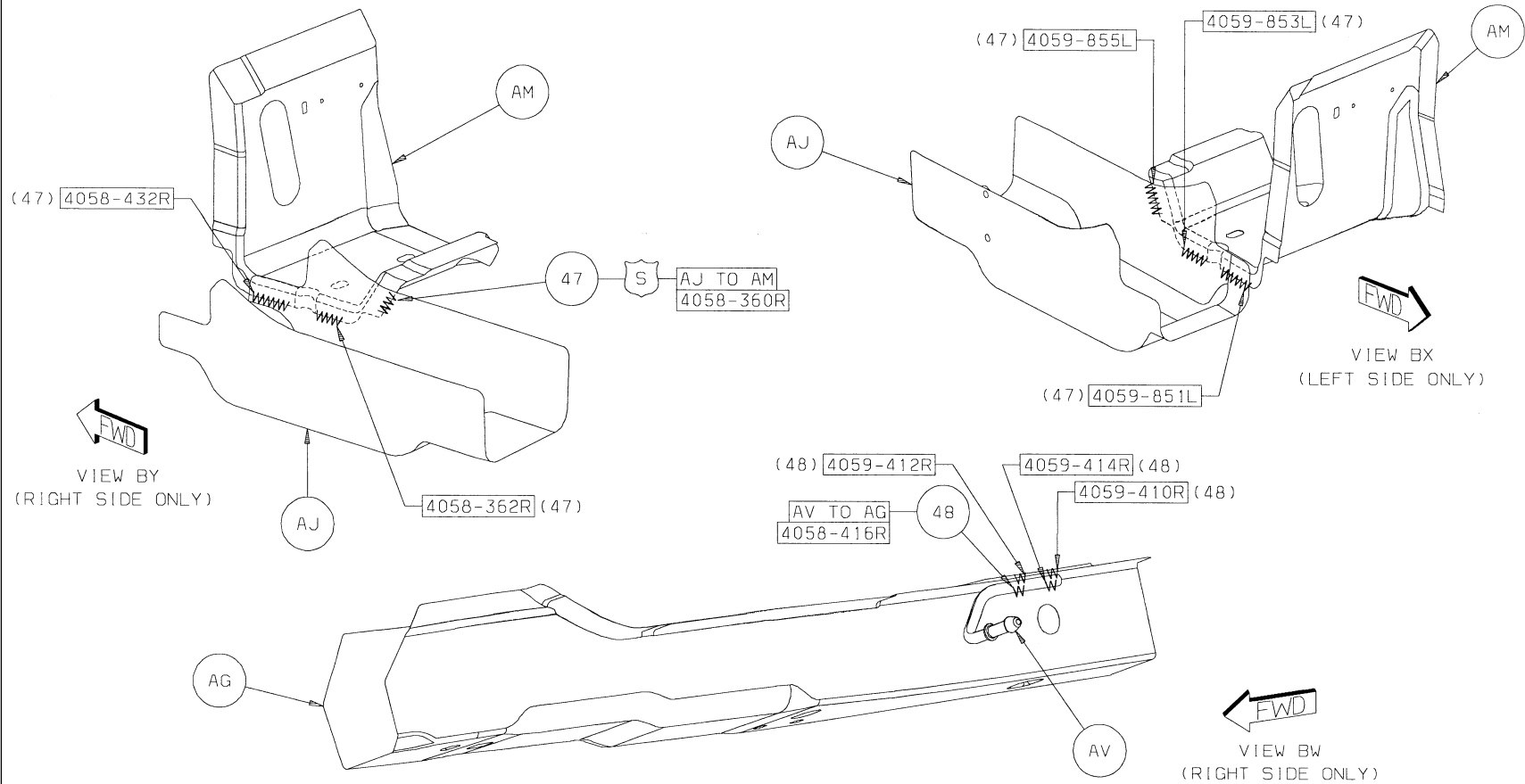
46 AN TO AE 2R/3L FCAW



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47 AJ TO AM 3R/3L FCAW

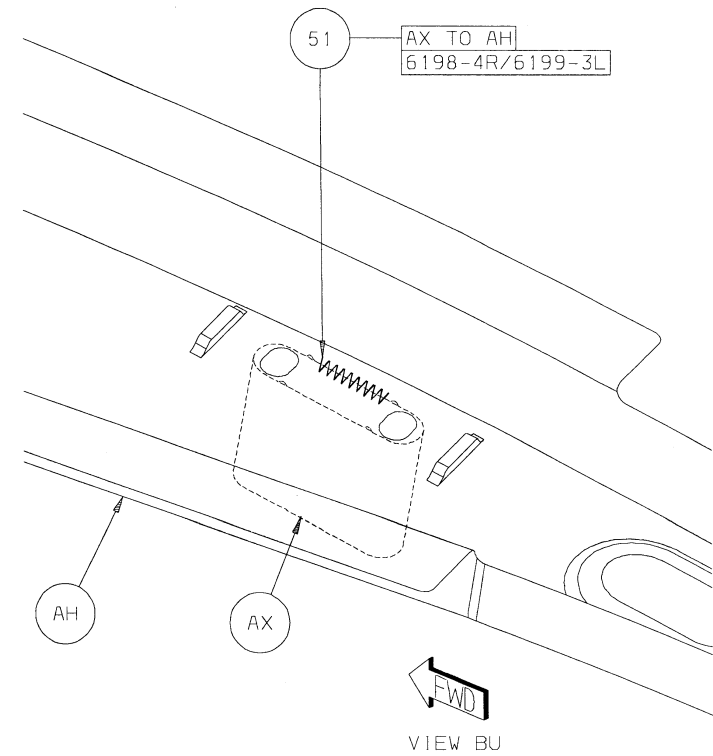
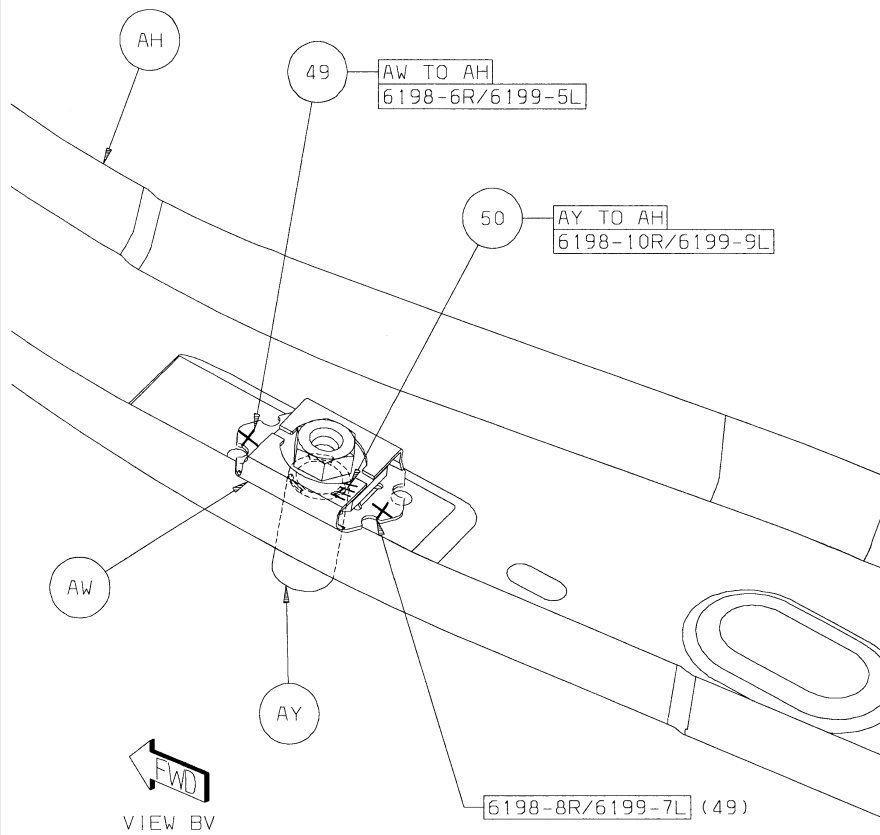
48 AV TO AG 4R FCAW



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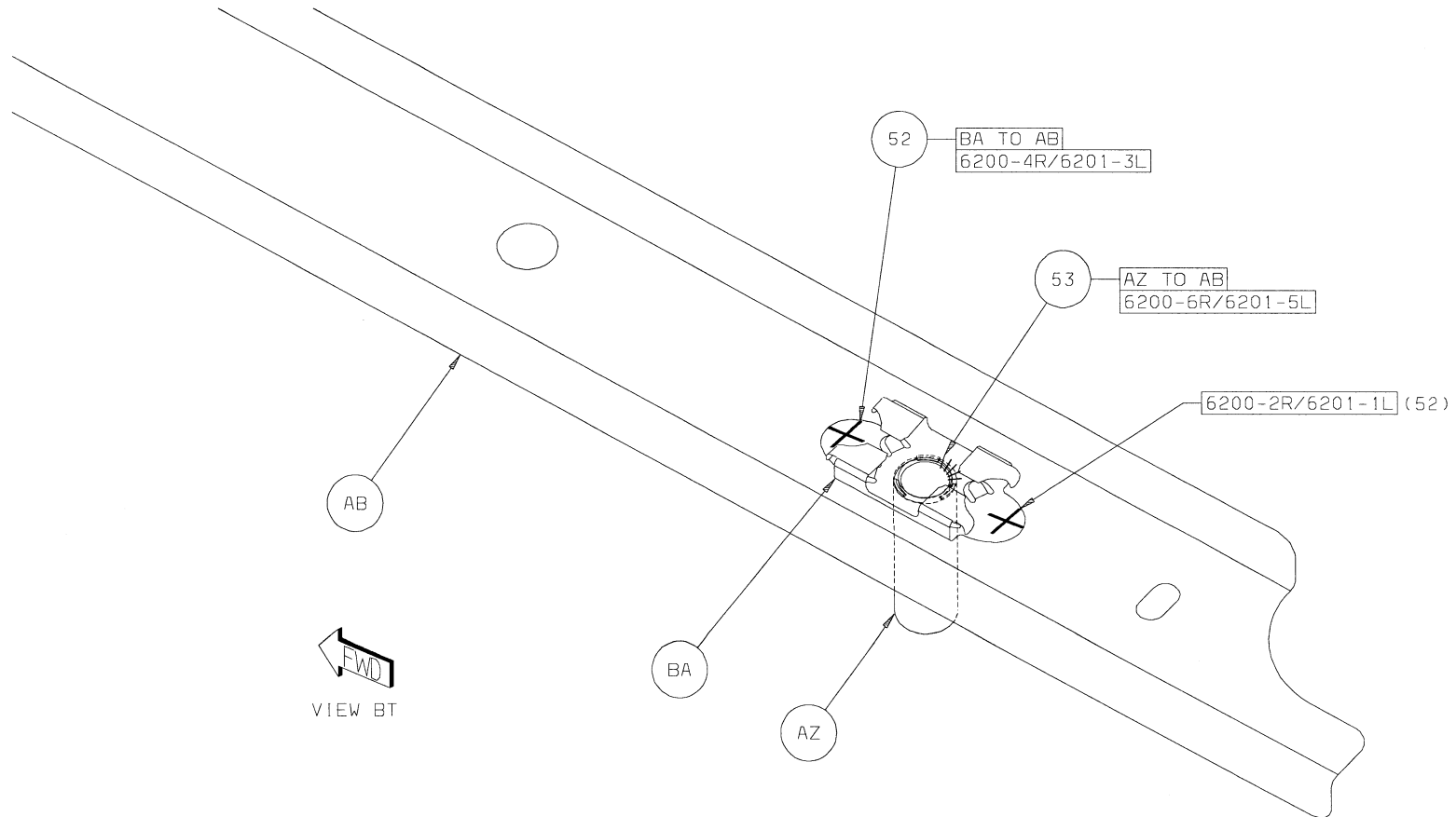
- 49 AW TO AH 2/SD S/WELD
- 50 AY TO AH 1/SD FCAW
- 51 AX TO AH 1/SD FCAW



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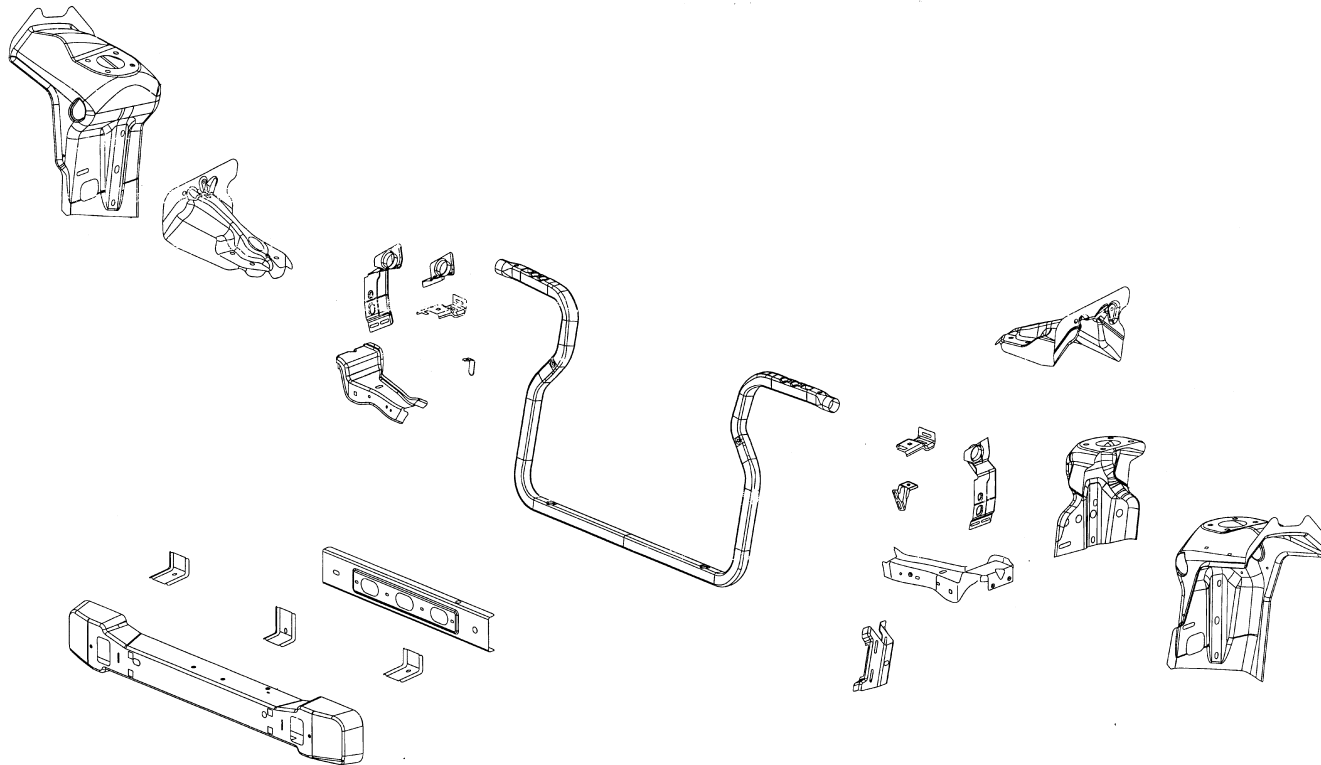
52 BA TO AB 2/SD S/WELD

53 AZ TO AB 1/SD FCAW



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## GRAND CHEROKEE ENGINE BOX SECTION



AA CROSSMEMBER – FRT LWR FRT –  
 AB CROSSMEMBER – FRT LWR RR –  
 AC BRACKET – FASCIA SUPPORT –  
 AD PANEL – SUSPENSION FRT RT –  
 AE GUSSET – FRT SUSPENSION SUPPORT RT –  
 AF REINF – SHOCK RT –  
 AG BRACKET – AIR INTAKE –  
 AH NUT/WELD.HEX – THICK –  
 AJ STUD.WELD/EXTERNAL – SPECIAL –  
 AK NUT/WELD.RD – NO.FIN.SPECIAL –  
 AL STUD.WELD/EXTERNAL – SPECIAL –  
 AM STUD.WELD/EXTERNAL – SPECIAL –

AN STUD.WELD/EXTERNAL – HEADER.PT.PNT.  
 CUTTER.SPECIAL –  
 AP BRACKET – ABS W/BACKET –  
 AR STUD.WELD/INTERNAL – NO.FIN.PILLOT.PT –  
 AS STUD.WELD/EXTERNAL – SPECIAL –  
 AT STUD.WELD/INTERNAL –  
 HEADER.PT.NO.FIN.ROUND –  
 AU BRACKET – AIR BAG SENSOR –  
 AU BRACKET – AIR BAG SENSOR –  
 AV BRACKET – RADIATOR SUPPORT TO RAIL –  
 AV BRACKET – RADIATOR SUPPORT TO RAIL –

AW CROSSMEMBER – STRUCTURAL RADIATOR  
 SUPPORT FRT SECTION –  
 AX BRACKET – FENDER ATTACH RT –  
 AX BRACKET – FENDER ATTACH LT –  
 AY BRACKET – RADIATOR SUPPORT TO COWL –  
 AY BRACKET – RADIATOR SUPPORT TO COWL –  
 AZ BRACKET – HEADLAMP RT –  
 AZ BRACKET – HEADLAMP LT –  
 BA NUT/WELD.HEX –  
 BA NUT/WELD. HEX –  
 BB BRACKET – BATTERY SUPPORT –

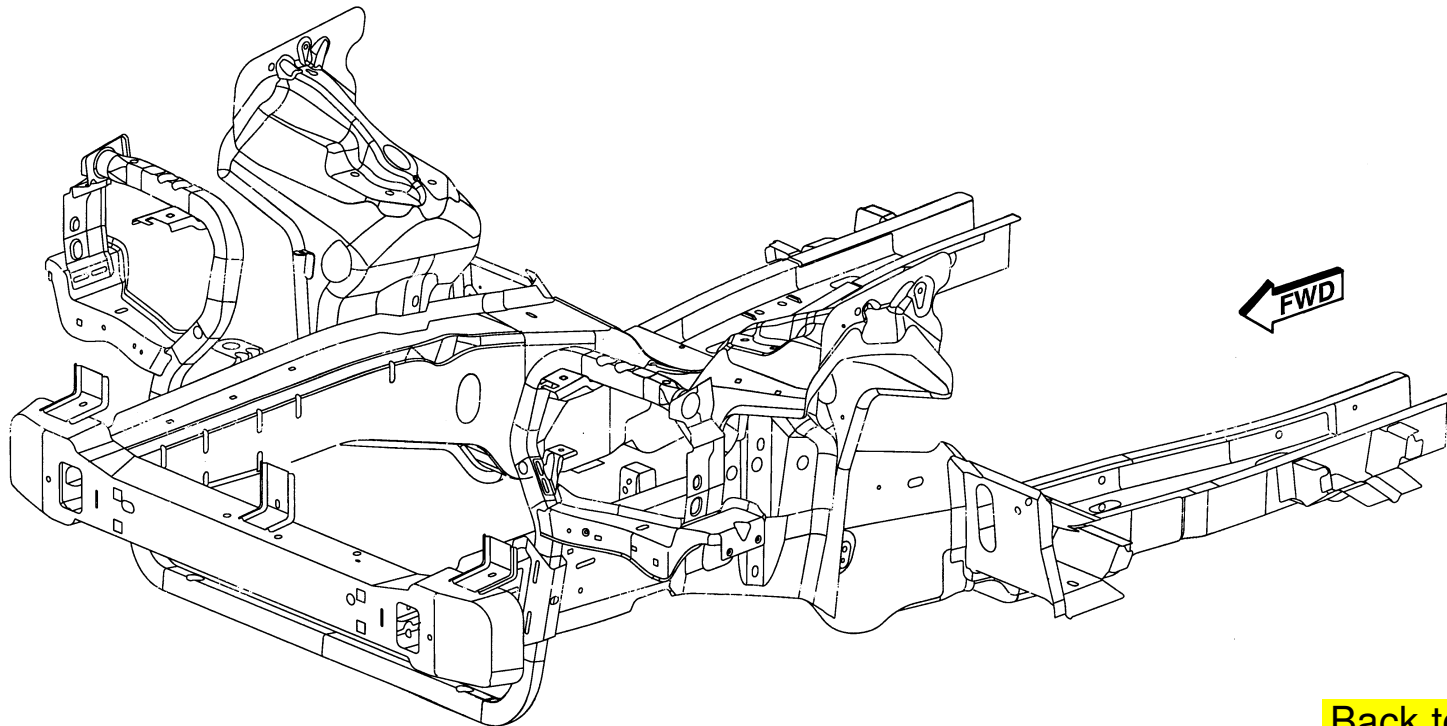
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## PARTS IDENTIFICATION LEGEND, OVERVIEW 3

AA CROSSMEMBER – FRT LWR FRT –  
 AB CROSSMEMBER – FRT LWR RR –  
 AC BRACKET – FASCIA SUPPORT –  
 AD PANEL – SUSPENSION FRT RT –  
 AE GUSSET – FRT SUSPENSION SUPPORT RT –  
 AF REINF – SHOCK RT –  
 AG BRACKET – AIR INTAKE –  
 AH NUT/WELD.HEX – THICK –  
 AJ STUD.WELD/EXTERNAL – SPECIAL –  
 AK NUT/WELD.RD – NO.FIN.SPECIAL –  
 AL STUD.WELD/EXTERNAL – SPECIAL –  
 AM STUD.WELD/EXTERNAL – SPECIAL –

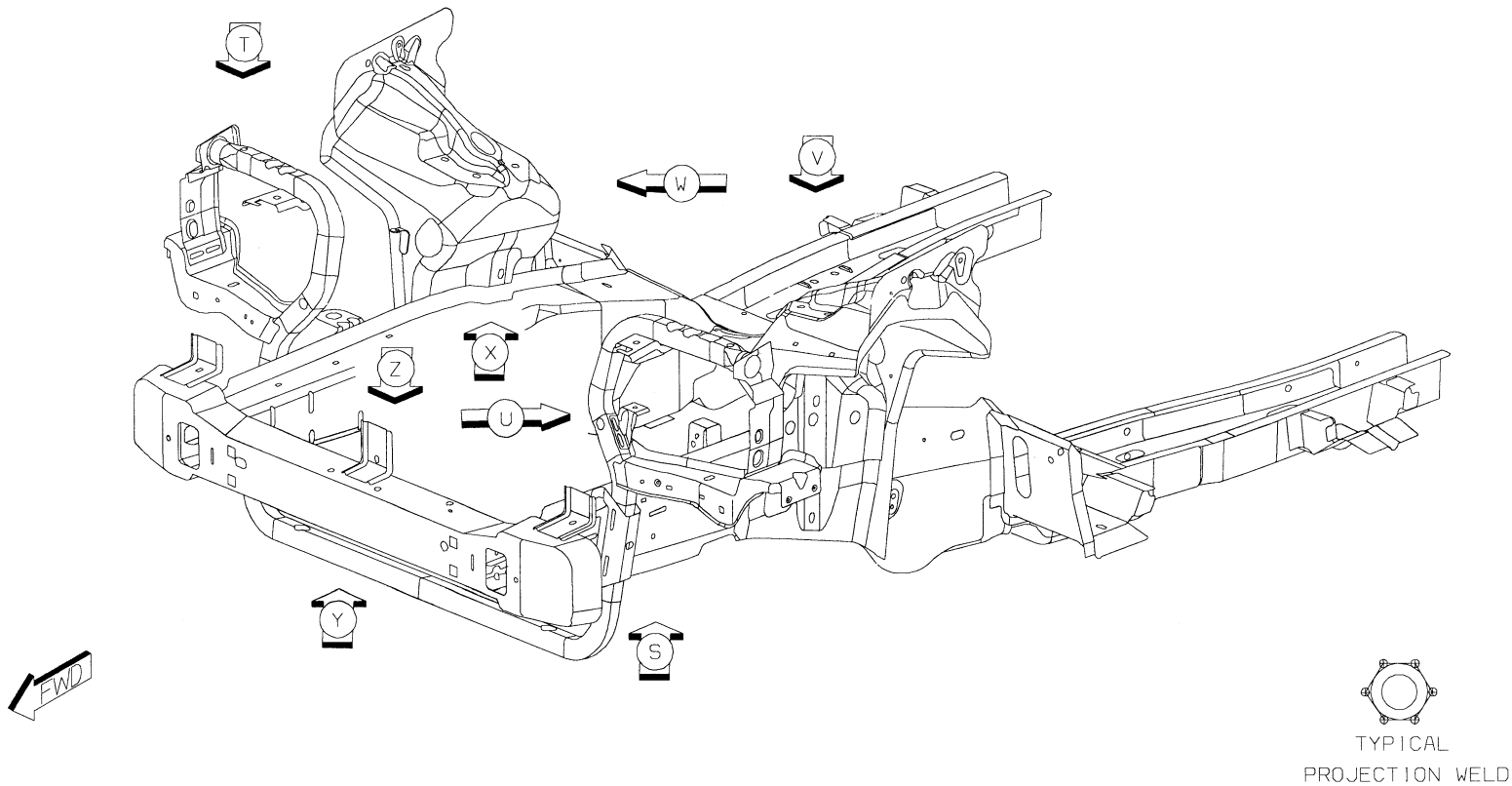
AN STUD.WELD/EXTERNAL – HEADER.PT.PNT.  
 CUTTER.SPECIAL –  
 AP BRACKET – ABS W/BACKET –  
 AR STUD.WELD/INTERNAL – NO.FIN.PILLOT.PT –  
 AS STUD.WELD/EXTERNAL – SPECIAL –  
 AT STUD.WELD/INTERNAL –  
 HEADER.PT.NO.FIN.ROUND –  
 AU BRACKET – AIR BAG SENSOR –  
 AU BRACKET – AIR BAG SENSOR –  
 AV BRACKET – RADIATOR SUPPORT TO RAIL –  
 AV BRACKET – RADIATOR SUPPORT TO RAIL –

AW CROSSMEMBER – STRUCTURAL RADIATOR  
 SUPPORT FRT SECTION –  
 AX BRACKET – FENDER ATTACH RT –  
 AX BRACKET – FENDER ATTACH LT –  
 AY BRACKET – RADIATOR SUPPORT TO COWL –  
 AY BRACKET – RADIATOR SUPPORT TO COWL –  
 AZ BRACKET – HEADLAMP RT –  
 AZ BRACKET – HEADLAMP LT –  
 BA NUT/WELD.HEX –  
 BA NUT/WELD. HEX –  
 BB BRACKET – BATTERY SUPPORT –



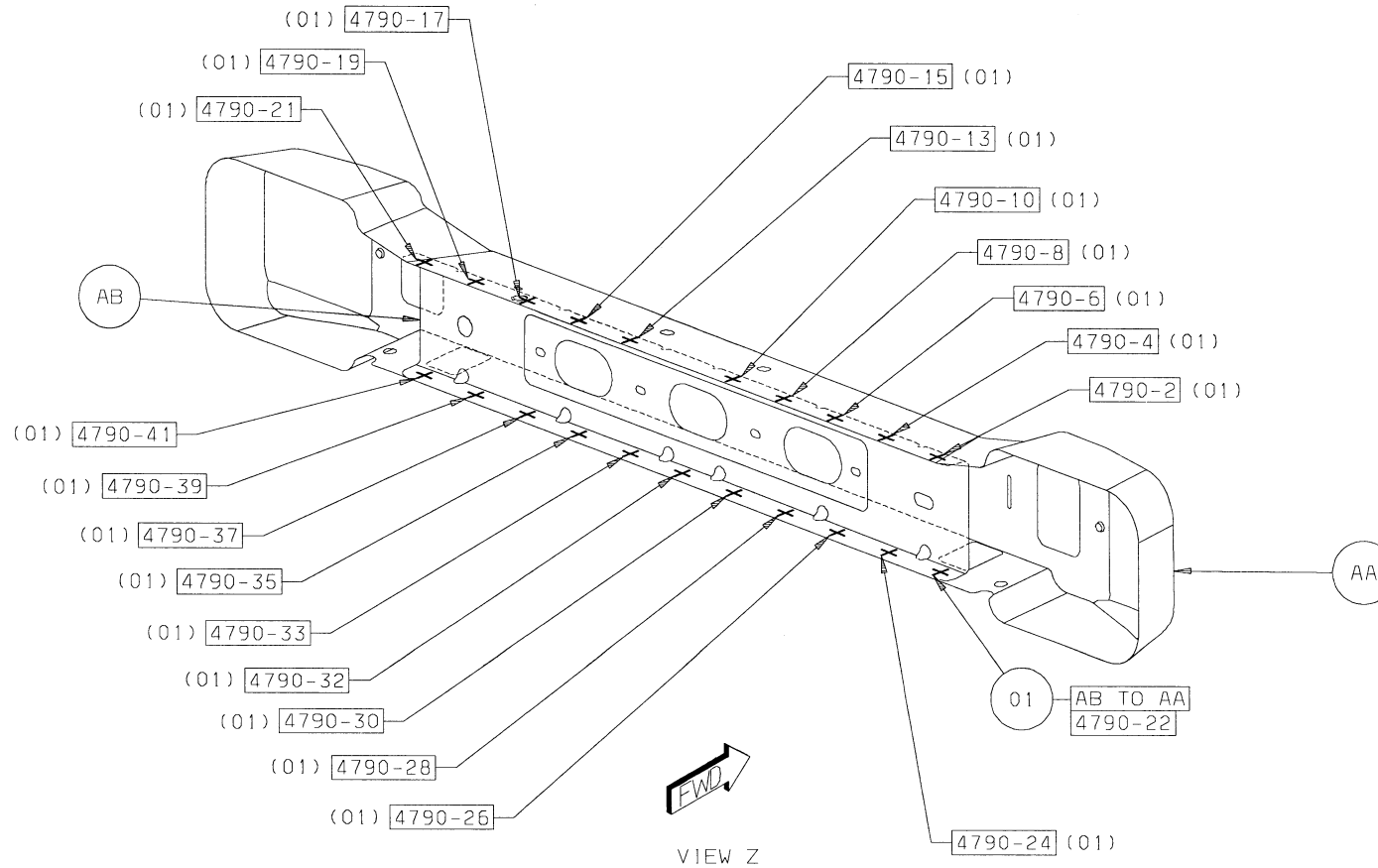
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## WELD LAYOUT LOCATION GUIDE



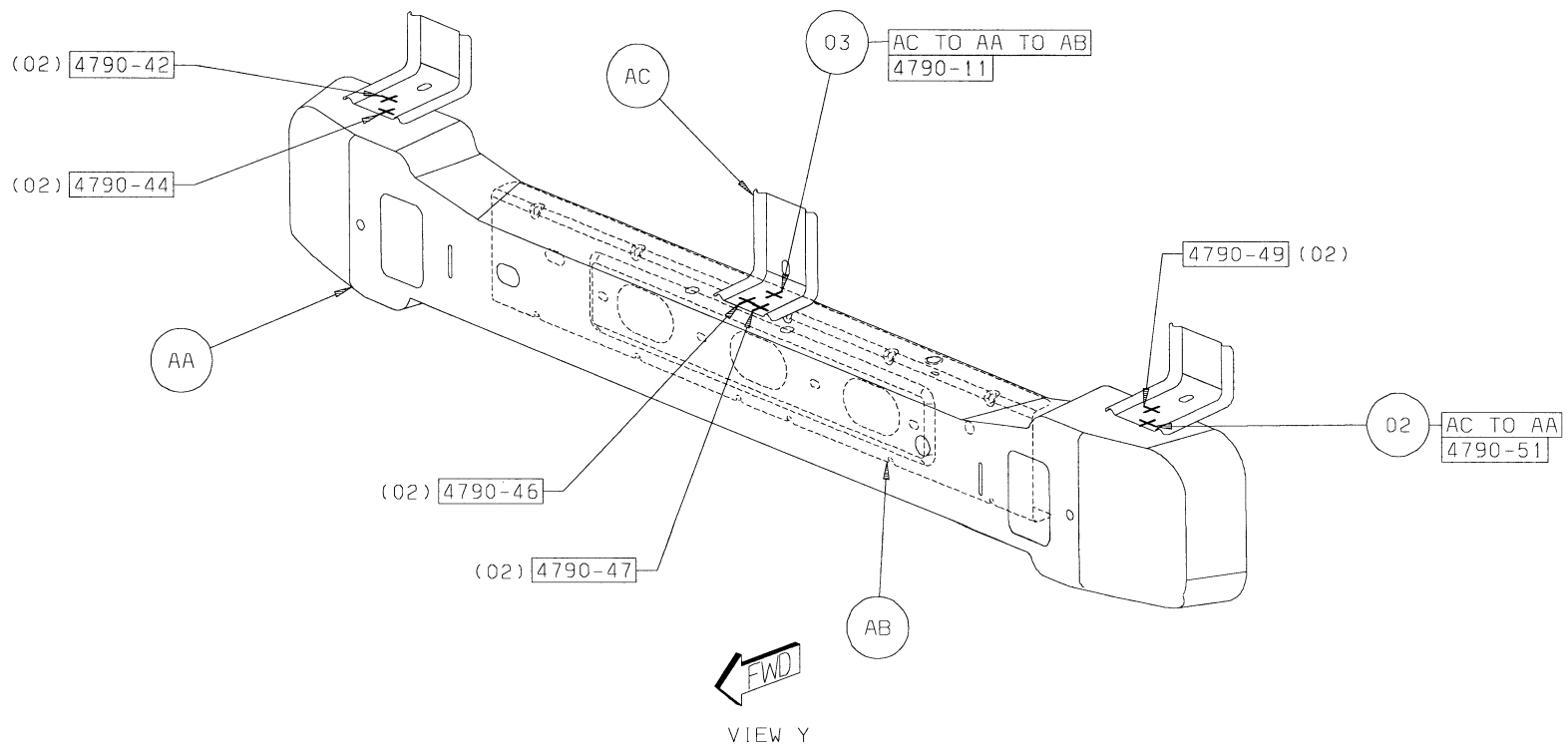
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1 AB TO AA 21 S/WELDS



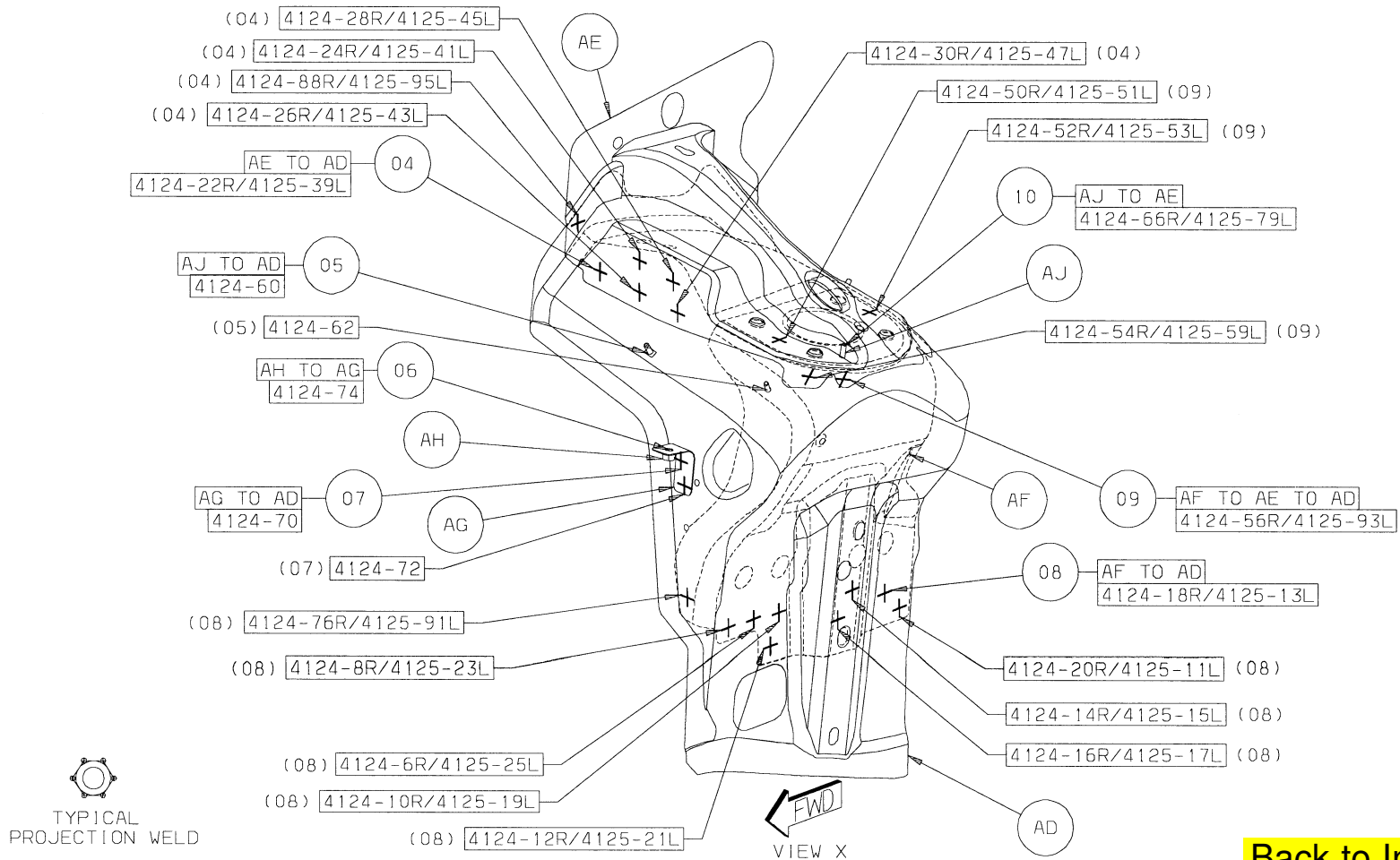
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- 2 AC TO AA 6 S/WELDS
- 3 AC TO AA TO AB 1 S/WELD



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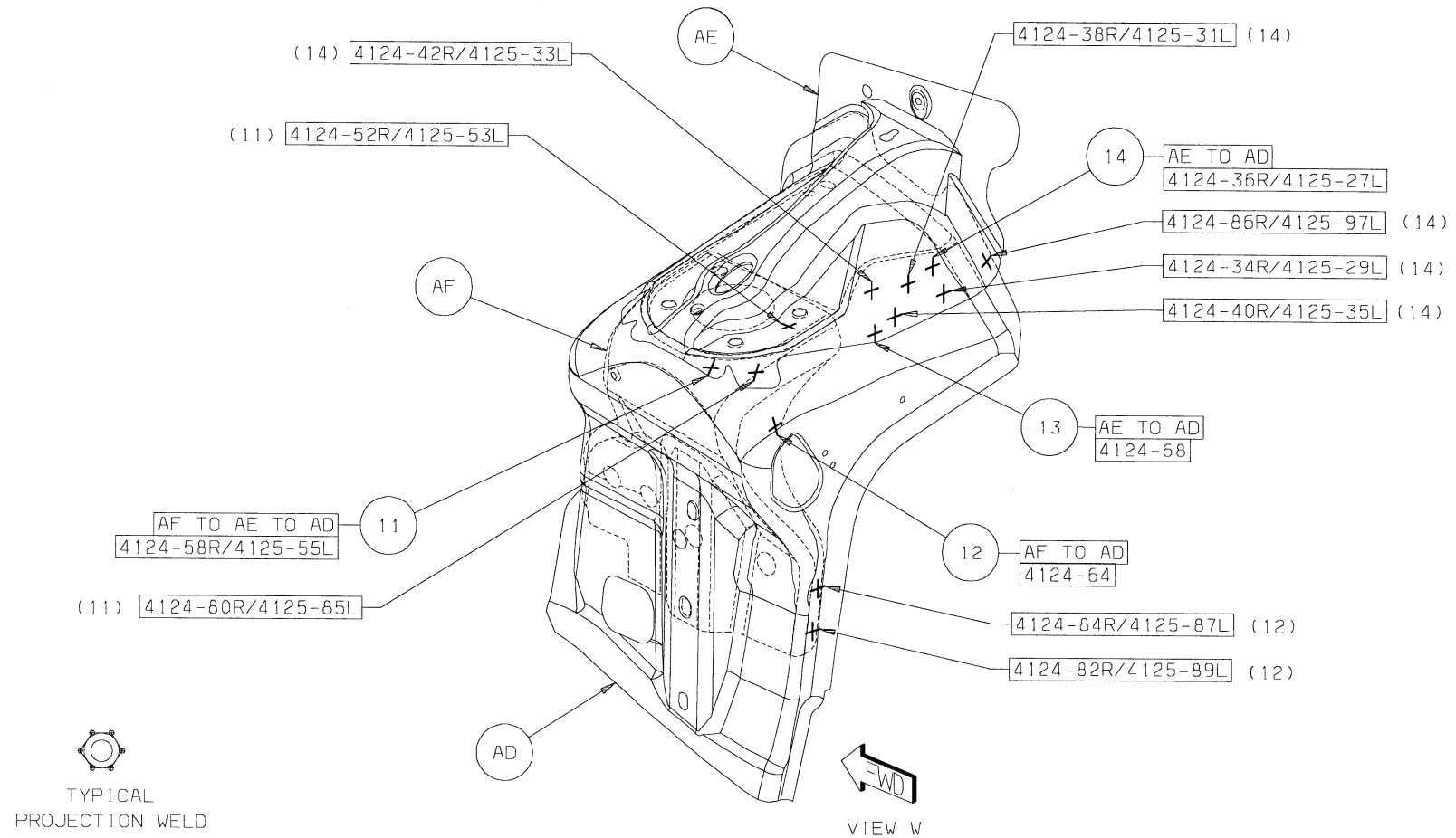
- 4 AE TO AD 6 S/WELDS
- 5 AJ TO AD 2 PROJ WELDS
- 6 AH TO AG 1 PROJ WELD
- 7 AG TO AD 2 S/WELDS
- 8 AF TO AD 9 S/WELDS
- 9 AF TO AE TO AD 4 S/WELDS
- 10 AJ TO AE 1 S/WELD



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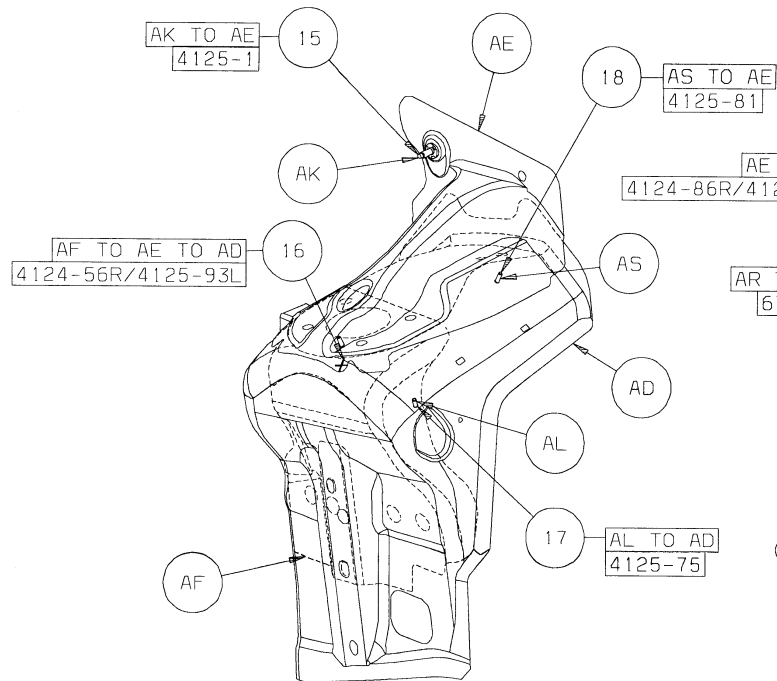
- 11 AF TO AD TO AE 3 S/WELDS
- 12 AF TO AD 3 S/WELDS
- 13 AE TO AD 1 S/WELD
- 14 AE TO AD 7 S/WELDS



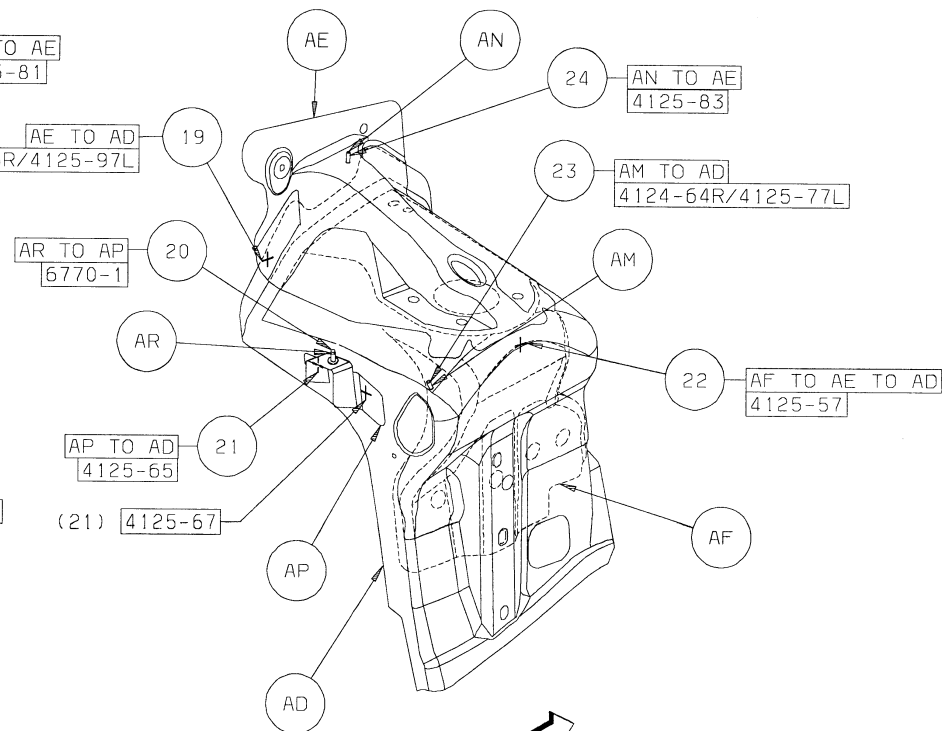
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- 15 AK TO AE 1 S/WELD
- 16 AF TO AE TO AD 1 S/WELD
- 17 AL TO AD 1 S/WELD
- 18 AS TO AE 1 PROJ WELD
- 19 AE TO AD 1 S/WELD
- 20 AR TO AP 1 PROJ WELD

- 21 AP TO AD 2 S/WELDS
- 22 AF TO AE TO AD 1 S/WELD
- 23 AM TO AD 1 PROJ WELD
- 24 AN TO AE 1/SD PROJ WELD
- 25 AZ TO AW 1/SD GMAW



VIEW U

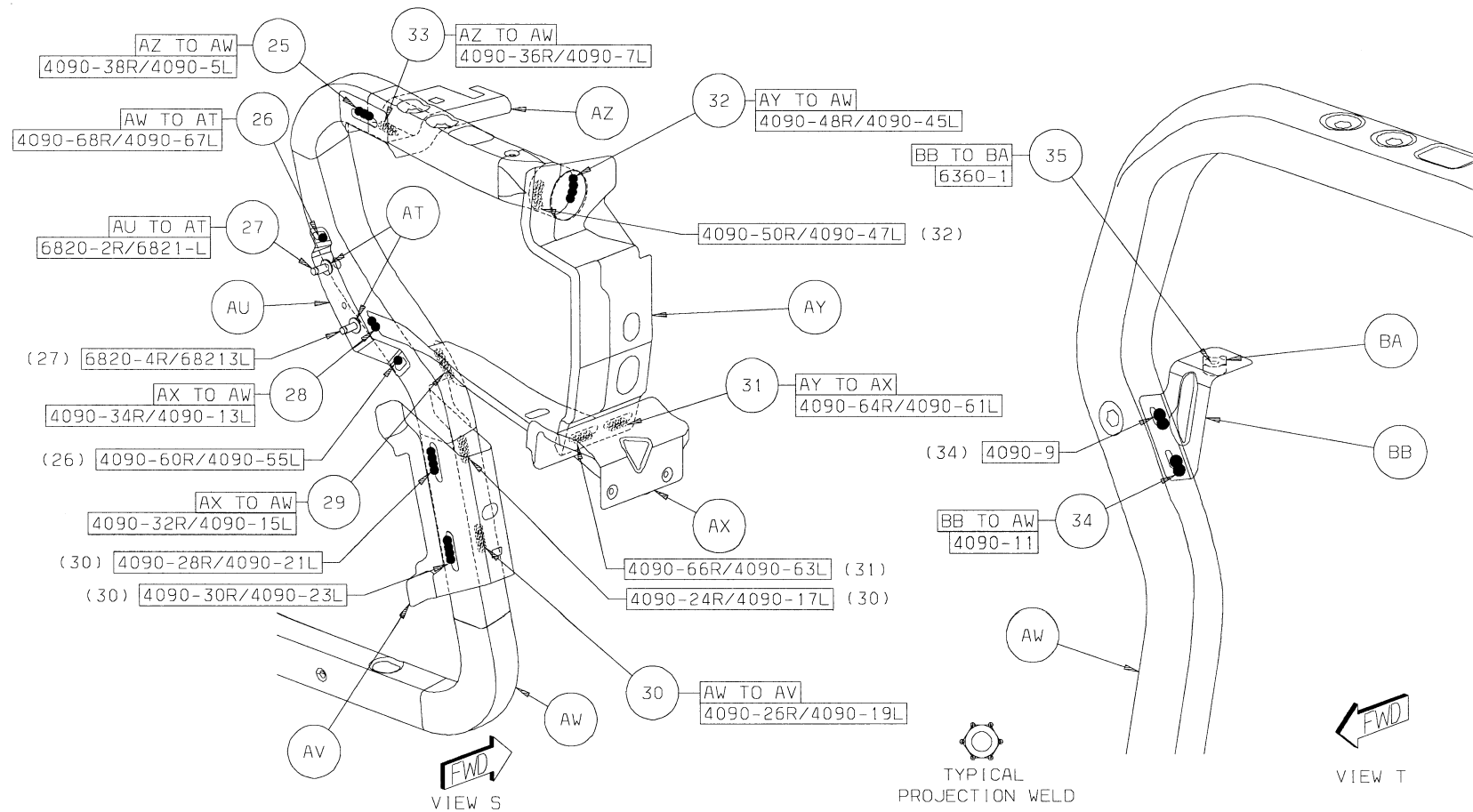


VIEW V

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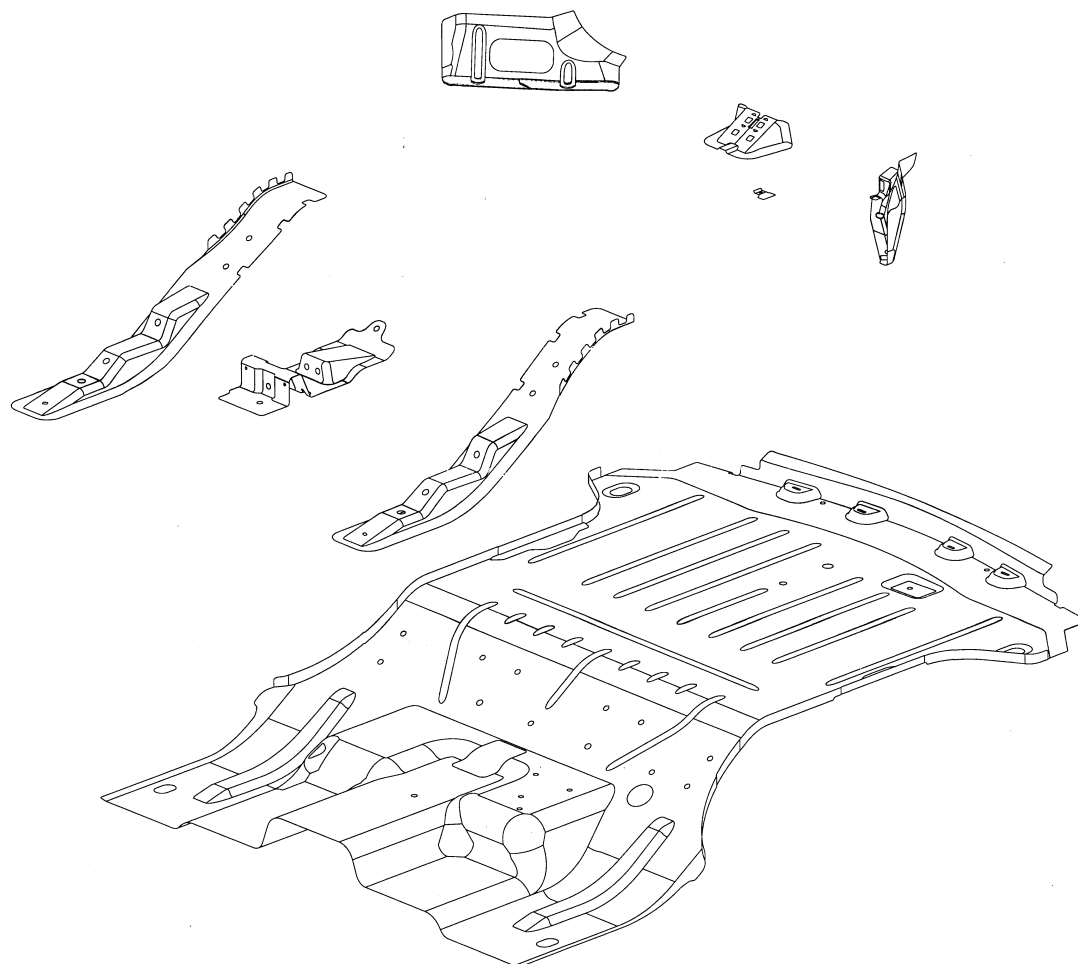
26 AW TO AT 2/SD GMAW  
 27 AU TO AT 2 PROJ WELD  
 28 AX TO AW 1/SD GMAW  
 29 AX TO AW 1/SD GMAW  
 30 AW TO AV 4 SD GMAW

31 AY TO AX 2/SD GMAW  
 32 AY TO AW 2/SD GMAW  
 33 AZ TO AW 1/SD GMAW  
 34 BB TO AW 2/SD GMAW  
 35 BB TO BA 1 PROJ WELD



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## GRAND CHEROKEE REAR FLOOR SECTION

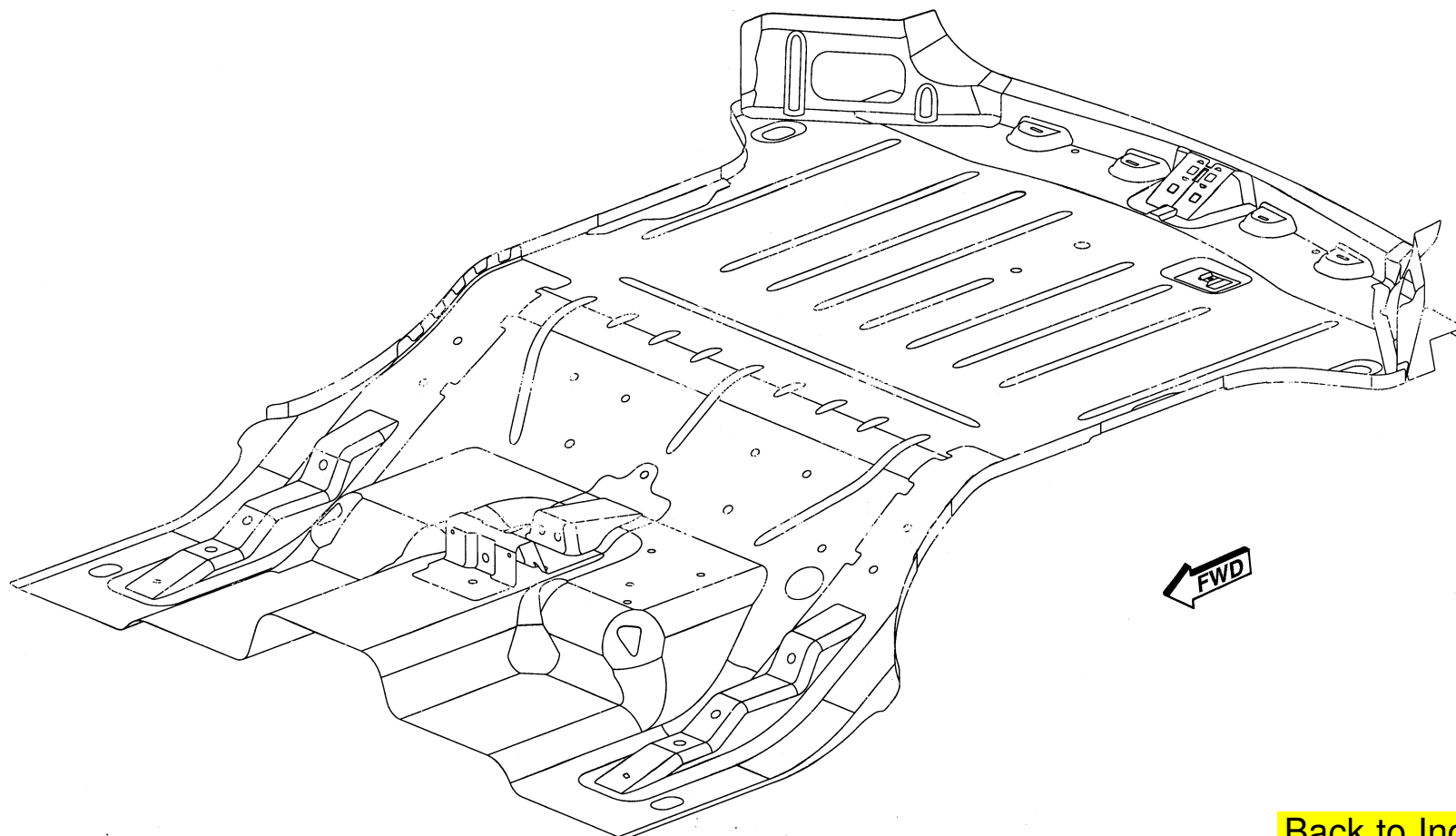


- AA PAN ASSY - FLOOR RR & LADDER -
- AB REINF - FLOOR COMPRESSION PLATE RT -
- AB REINF - FLOOR COMPRESSION PLATE LT -
- AC REINF - PARKING BRAKE -
- AD GUSSET - D-PILLAR LWR TO FLOOR RT -
- AD GUSSET - D-PILLAR LWR TO FLOOR LT -

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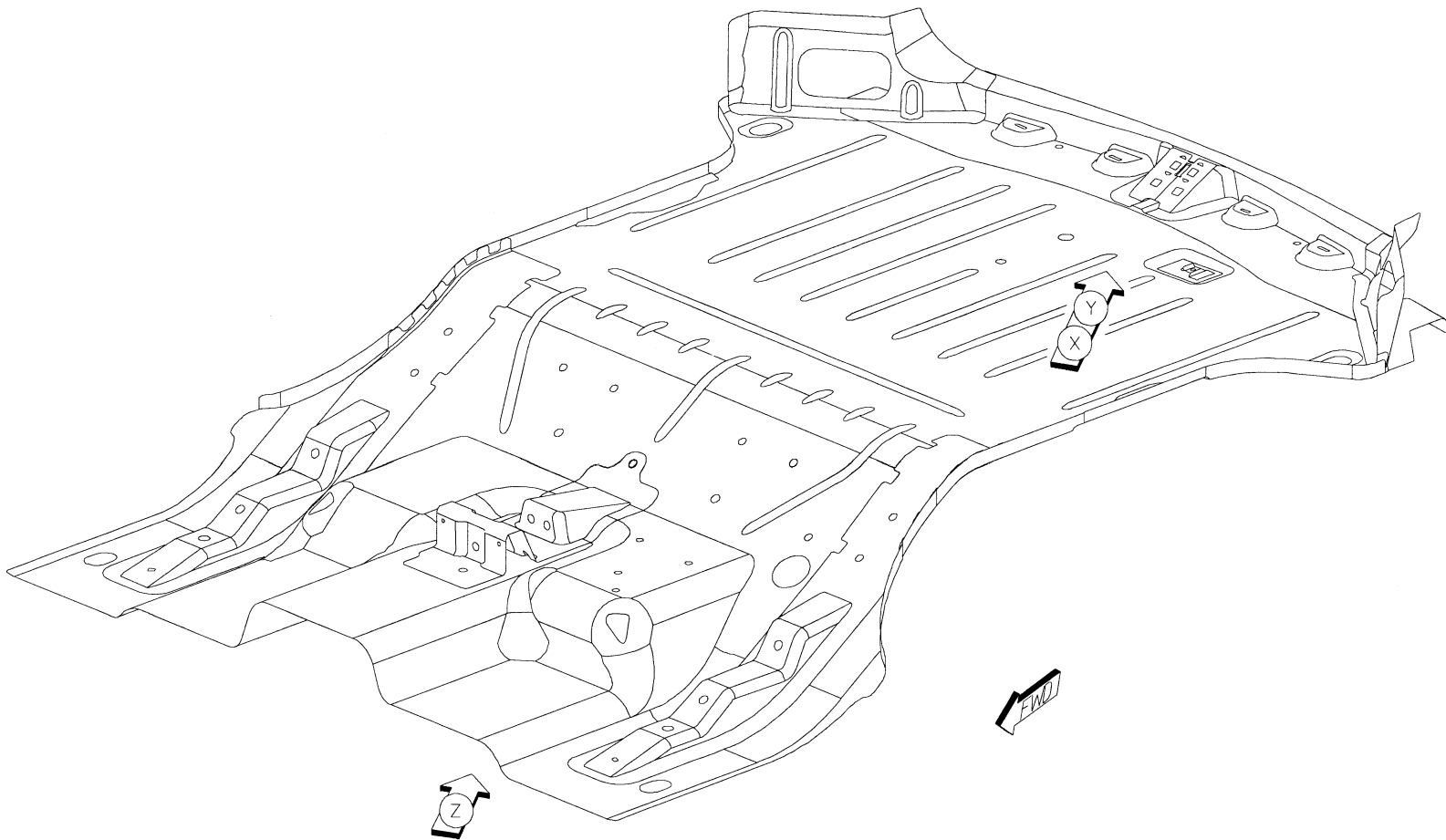
## PARTS IDENTIFICATION LEGEND, OVERVIEW 4

AA PAN ASSY - FLOOR RR & LADDER -  
AB REINF - FLOOR COMPRESSION PLATE RT -  
AB REINF - FLOOR COMPRESSION PLATE LT -  
AC REINF - PARKING BRAKE -  
AD GUSSET - D-PILLAR LWR TO FLOOR RT -  
AD GUSSET - D-PILLAR LWR TO FLOOR LT -



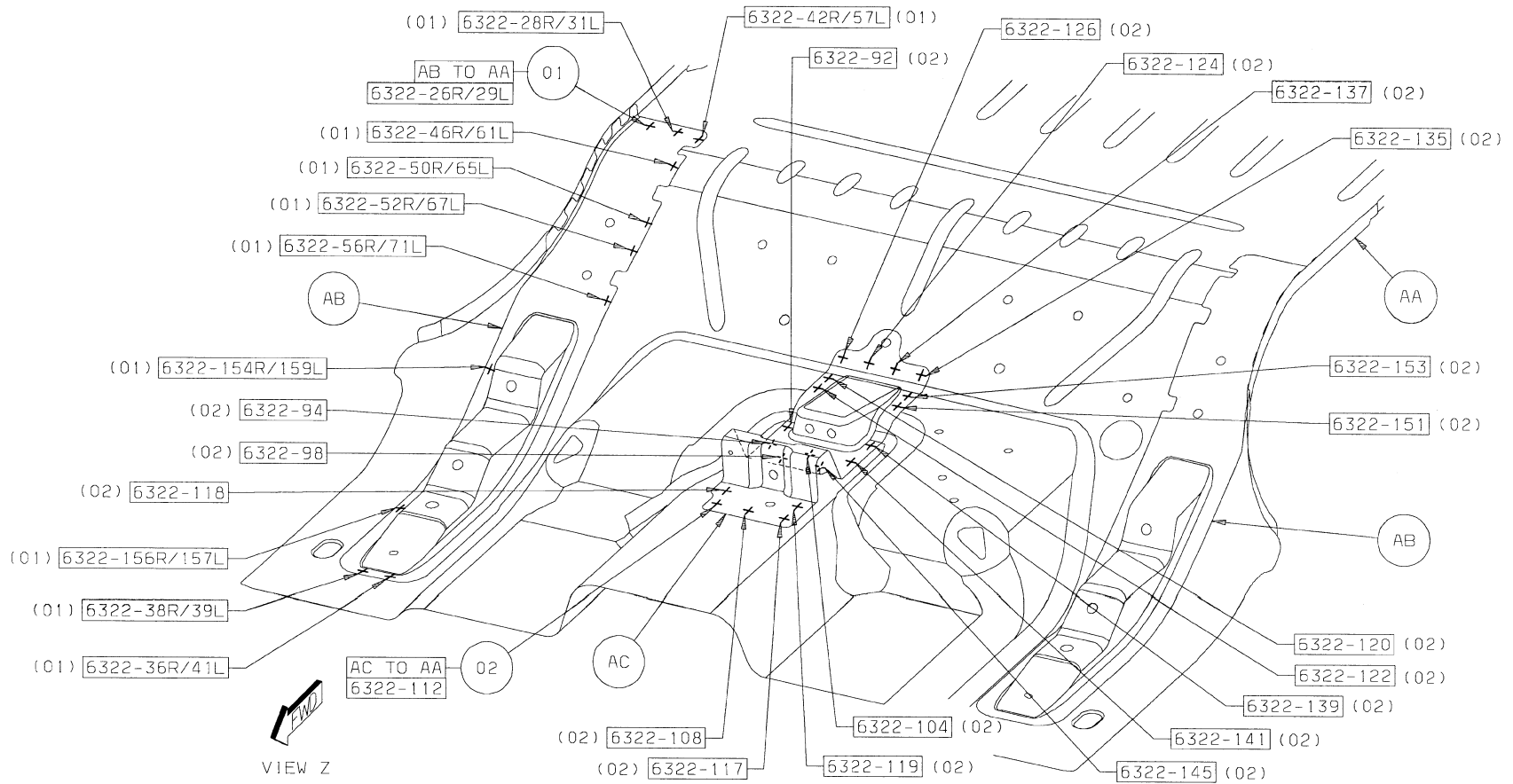
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## WELD LAYOUT LOCATION GUIDE



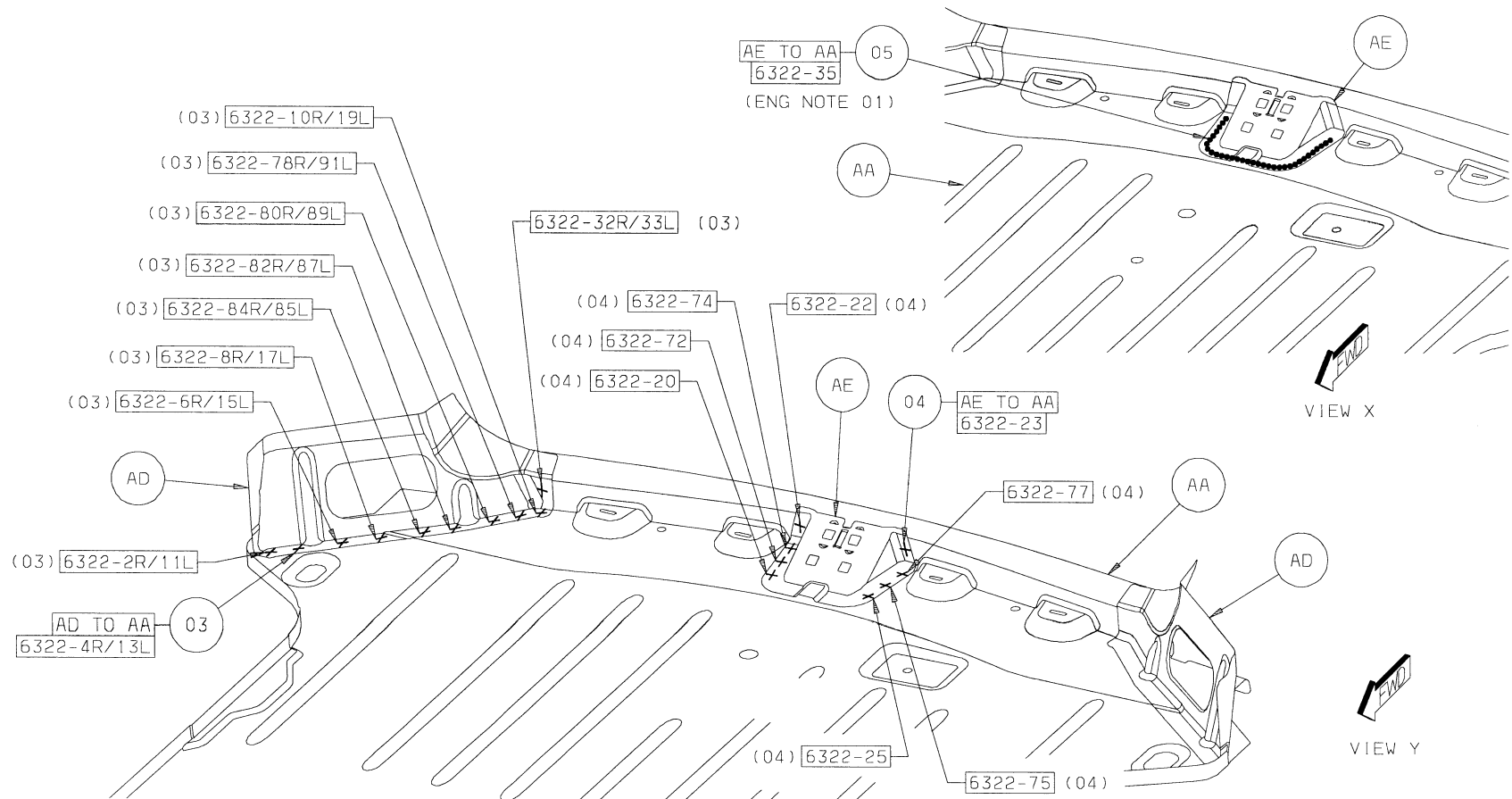
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- 1 AB TO AA 11/SD S/WELDS
- 2 AC TO AA 20 S/WELDS



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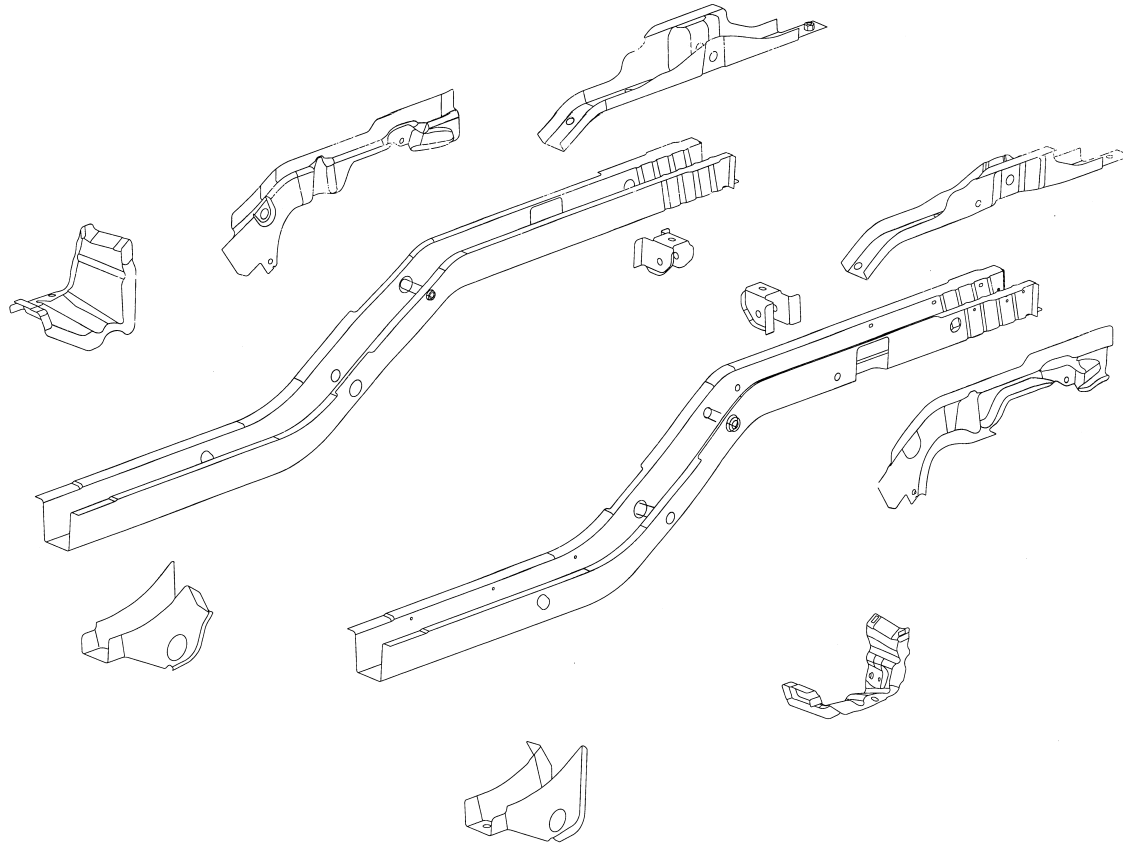
- 3 AD TO AA 10/SD S/WELDS
- 4 AE TO AA 8 S/WELDS
- 5 AE TO AA 1 STRUC ADH



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## GRAND CHEROKEE REAR RAILS SECTION



AA RAIL – RR RT –  
 AA RAIL – RR LT –  
 AB BRACKET – CONTROL ARM MOUNTING RR LWR –  
 AB BRACKET – CONTROL ARM MOUNTING RR LWR –  
 AC TORQUE BOX – RR RT –  
 AC TORQUE BOX – RR LT –  
 AD BRACKET – CONTROL ARM MOUNTING RR UPR RT –  
 AD BRACKET – CONTROL ARM MOUNTING RR UPR LT –  
 AE SLEEVE – RR UPR CONTROL ARM MTG –

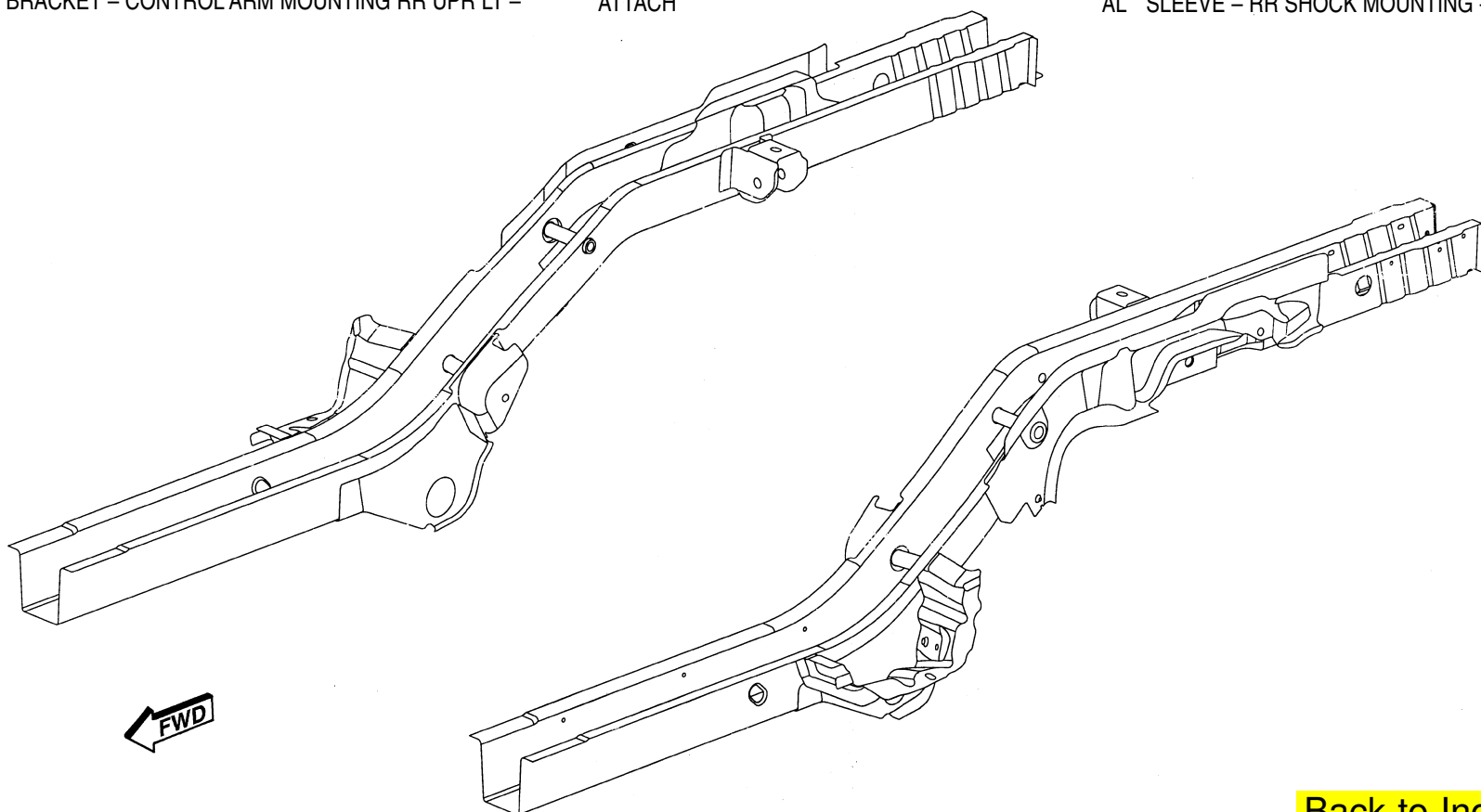
AE SLEEVE – RR UPR CONTROL ARM MTG –  
 AF SLEEVE – SWAY ELIMINATOR TO RAIL –  
 AF SLEEVE – SWAY ELIMINATOR TO RAIL –  
 AG NUT/WELD.HEX – NO.FIN.THICK – TRAILER TOW  
 ATTACH  
 AG NUT/WELD.HEX – NO.FIN.THICK – TRAILER TOW  
 ATTACH  
 AH REINF – RR SHOCK INR RT –

AH REINF – RR SHOCK INR LT –  
 AJ REINF – RR RAIL OUTBOARD RT –  
 AJ REINF – RR RAIL OUTBOARD LT –  
 AK REINF ASSY – TRACK BAR BRACKET –  
 AK REINF ASSY – TRACK BAR BRACKET –  
 AL SLEEVE – RR SHOCK MOUNTING –  
 AL SLEEVE – RR SHOCK MOUNTING –

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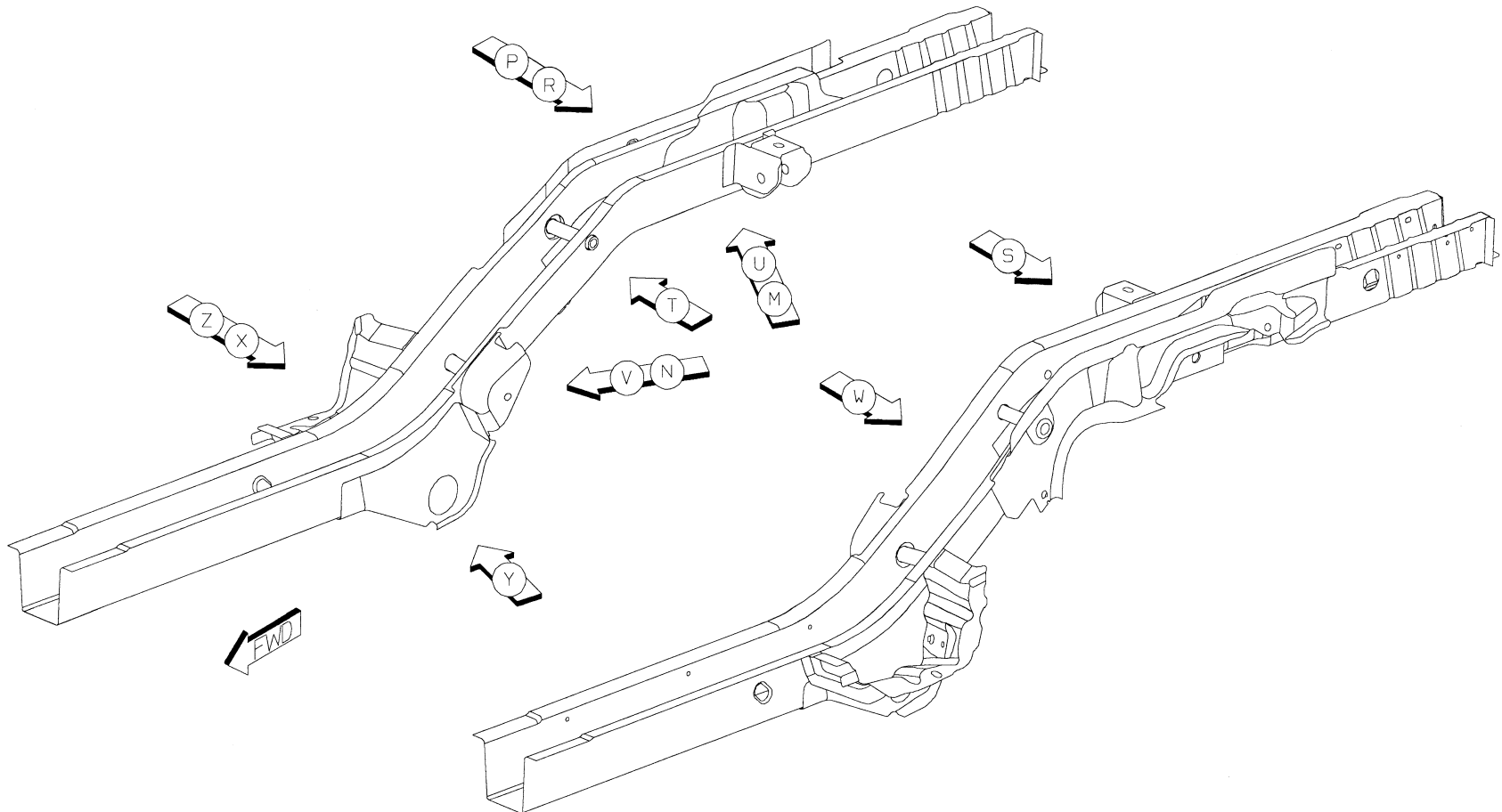
## PARTS IDENTIFICATION LEGEND, OVERVIEW 5

AA RAIL - RR RT -	AE SLEEVE - RR UPR CONTROL ARM MTG -	AH REINF - RR SHOCK INR RT -
AA RAIL - RR LT -	AE SLEEVE - RR UPR CONTROL ARM MTG -	AH REINF - RR SHOCK INR LT -
AB BRACKET - CONTROL ARM MOUNTING RR LWR -	AF SLEEVE - SWAY ELIMINATOR TO RAIL -	AJ REINF - RR RAIL OUTBOARD RT -
AB BRACKET - CONTROL ARM MOUNTING RR LWR -	AF SLEEVE - SWAY ELIMINATOR TO RAIL -	AJ REINF - RR RAIL OUTBOARD LT -
AC TORQUE BOX - RR RT -	AG NUT/WELD.HEX - NO.FIN.THICK - TRAILER TOW	AK REINF ASSY - TRACK BAR BRACKET -
AC TORQUE BOX - RR LT -	ATTACH	AK REINF ASSY - TRACK BAR BRACKET -
AD BRACKET - CONTROL ARM MOUNTING RR UPR RT -	AG NUT/WELD.HEX - NO.FIN.THICK - TRAILER TOW	AL SLEEVE - RR SHOCK MOUNTING -
AD BRACKET - CONTROL ARM MOUNTING RR UPR LT -	ATTACH	AL SLEEVE - RR SHOCK MOUNTING -



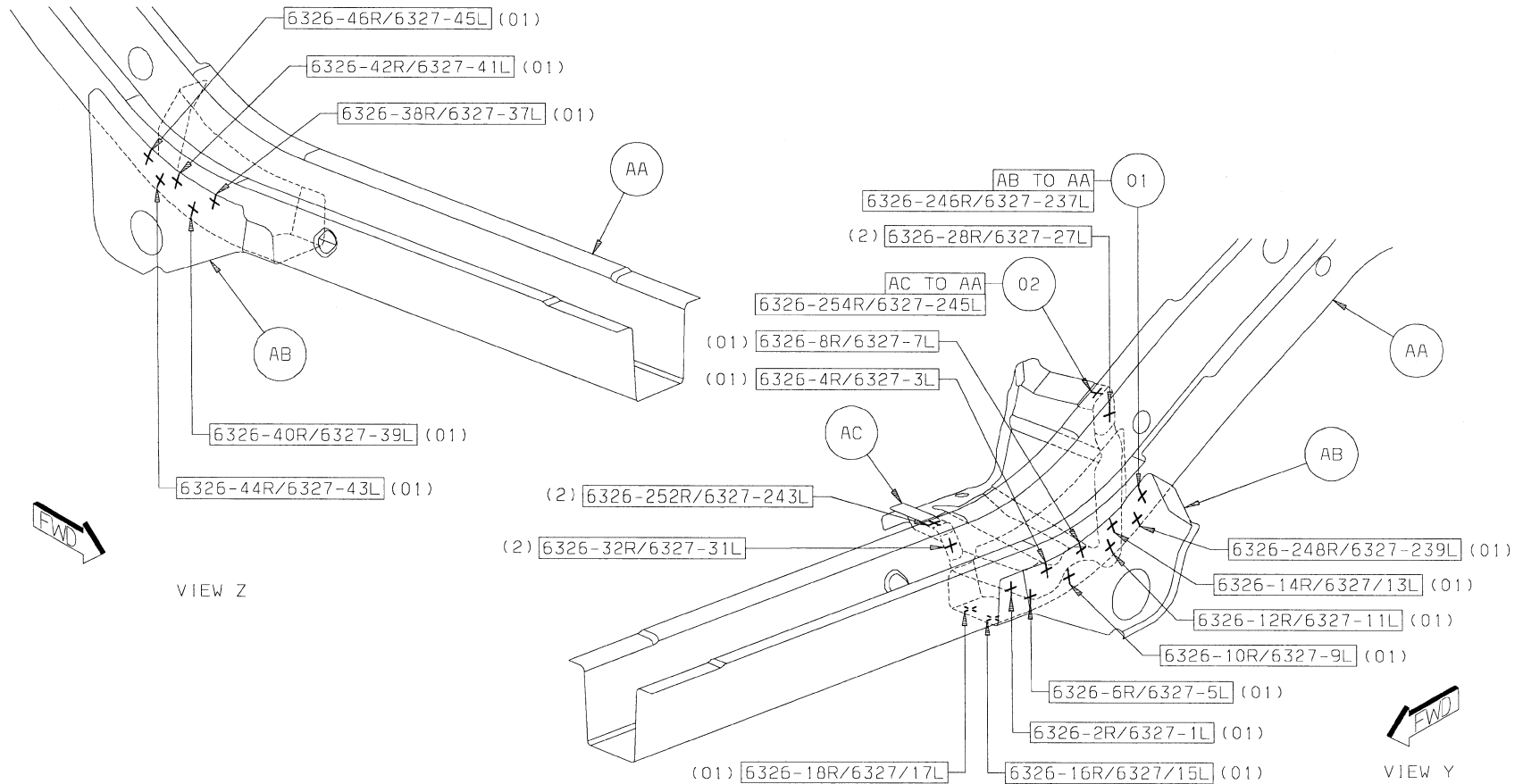
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## WELD LAYOUT LOCATION GUIDE

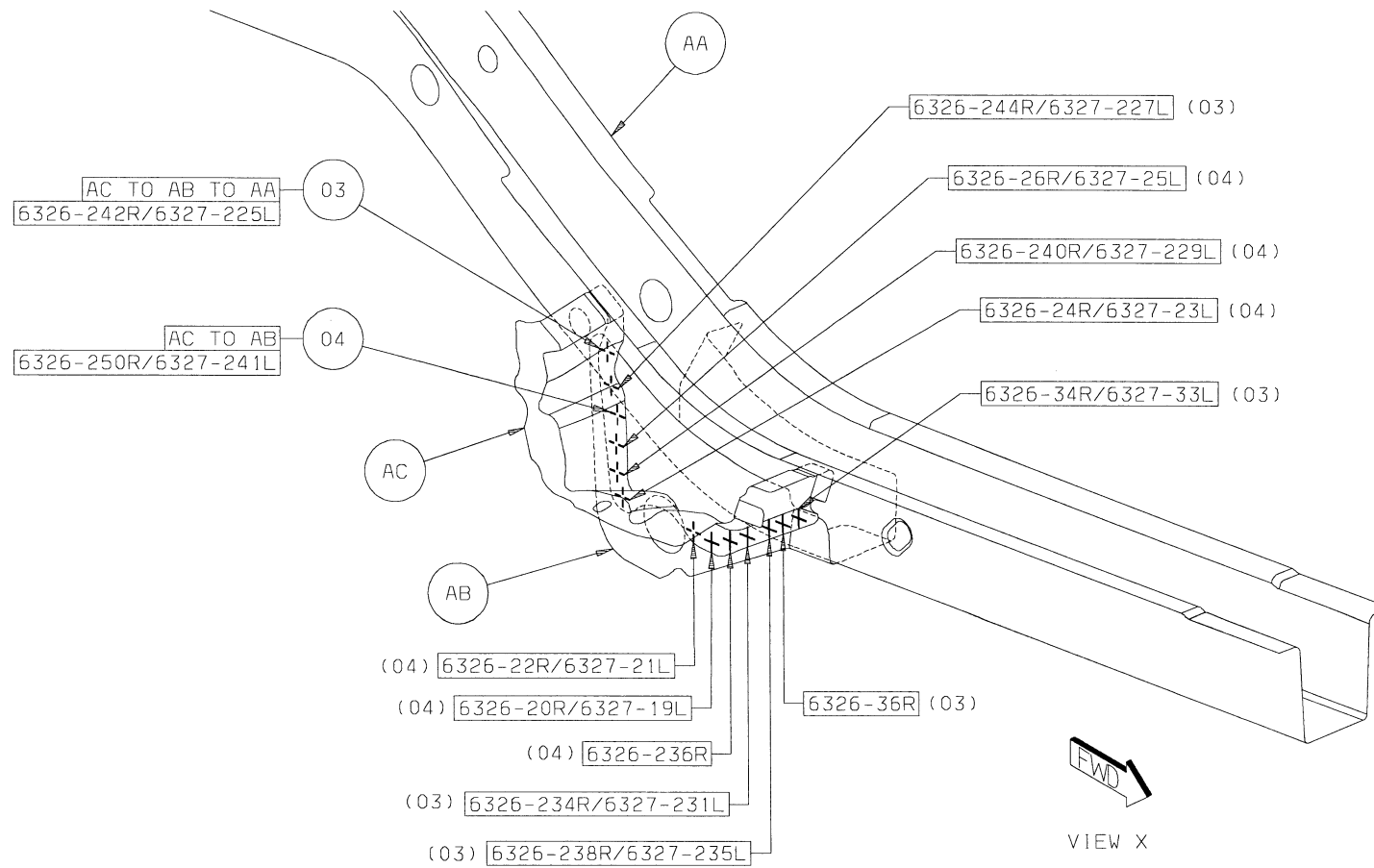


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- 1 AB TO AA 16/SD S/WELD
- 2 AC TO AA 4/SD S/WELD

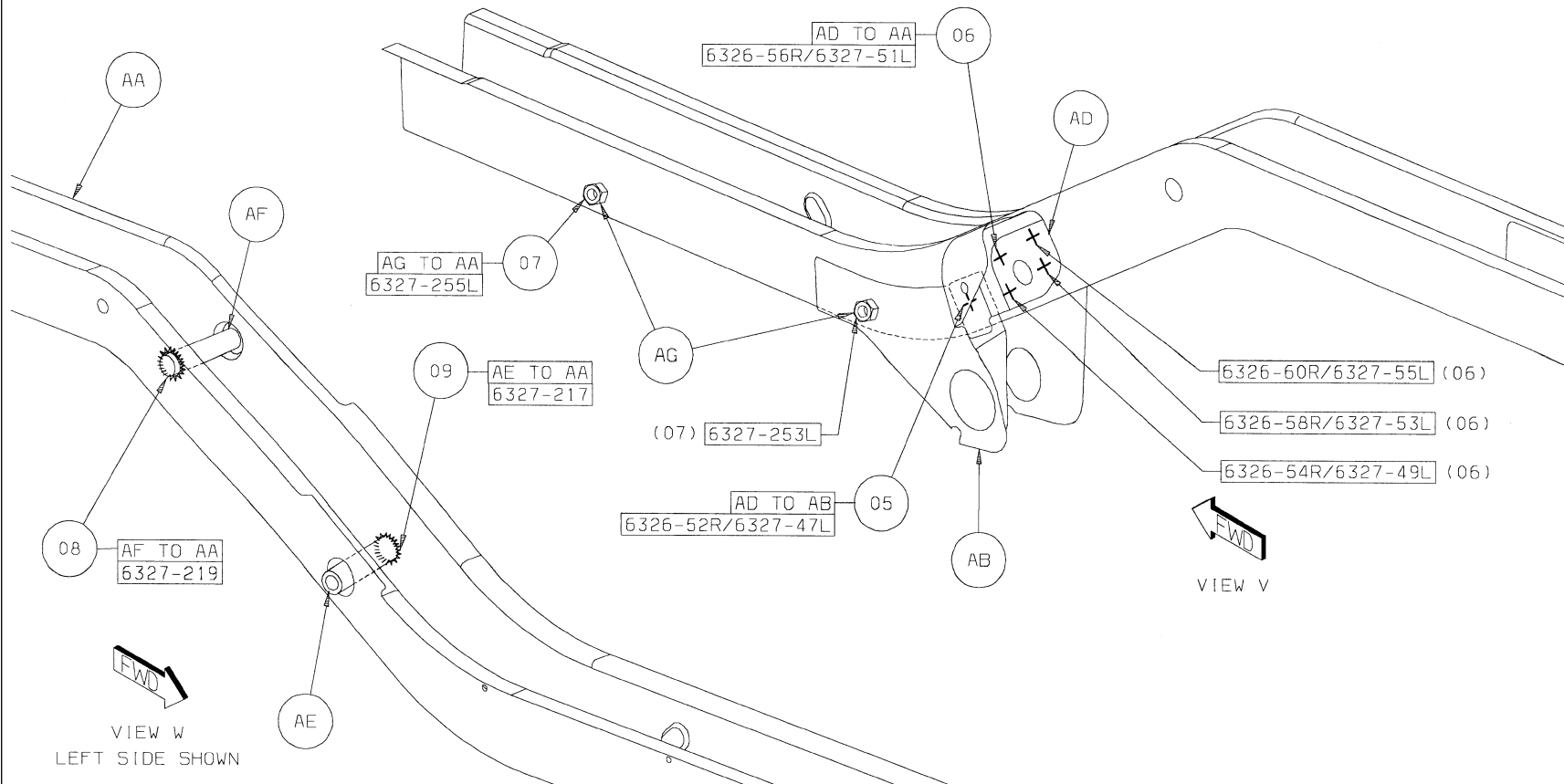


- 3 AC TO AB TO AA 6/SD S/WELD
- 4 AC TO AB 7/SD S/WELD



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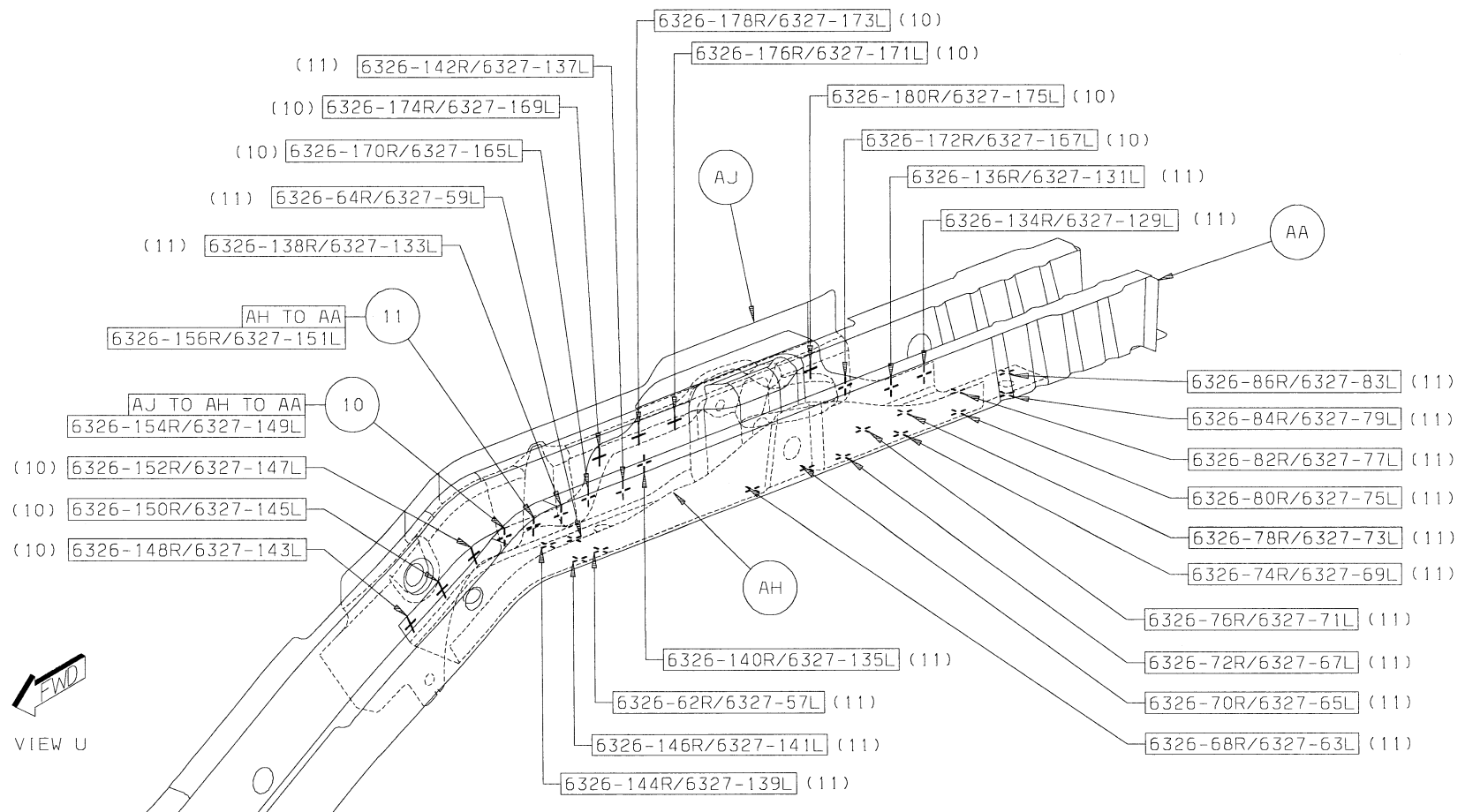
- 5 AD TO AB 1/SD S/WELD
- 6 AD TO AA 4/SD S/WELD
- 7 AG TO AA 2L PROJ WELD
- 8 AF TO AA 1L FCAW
- 9 AE TO AA 1L FCAW



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10 AJ TO AH TO AA 10/SD S/WELD

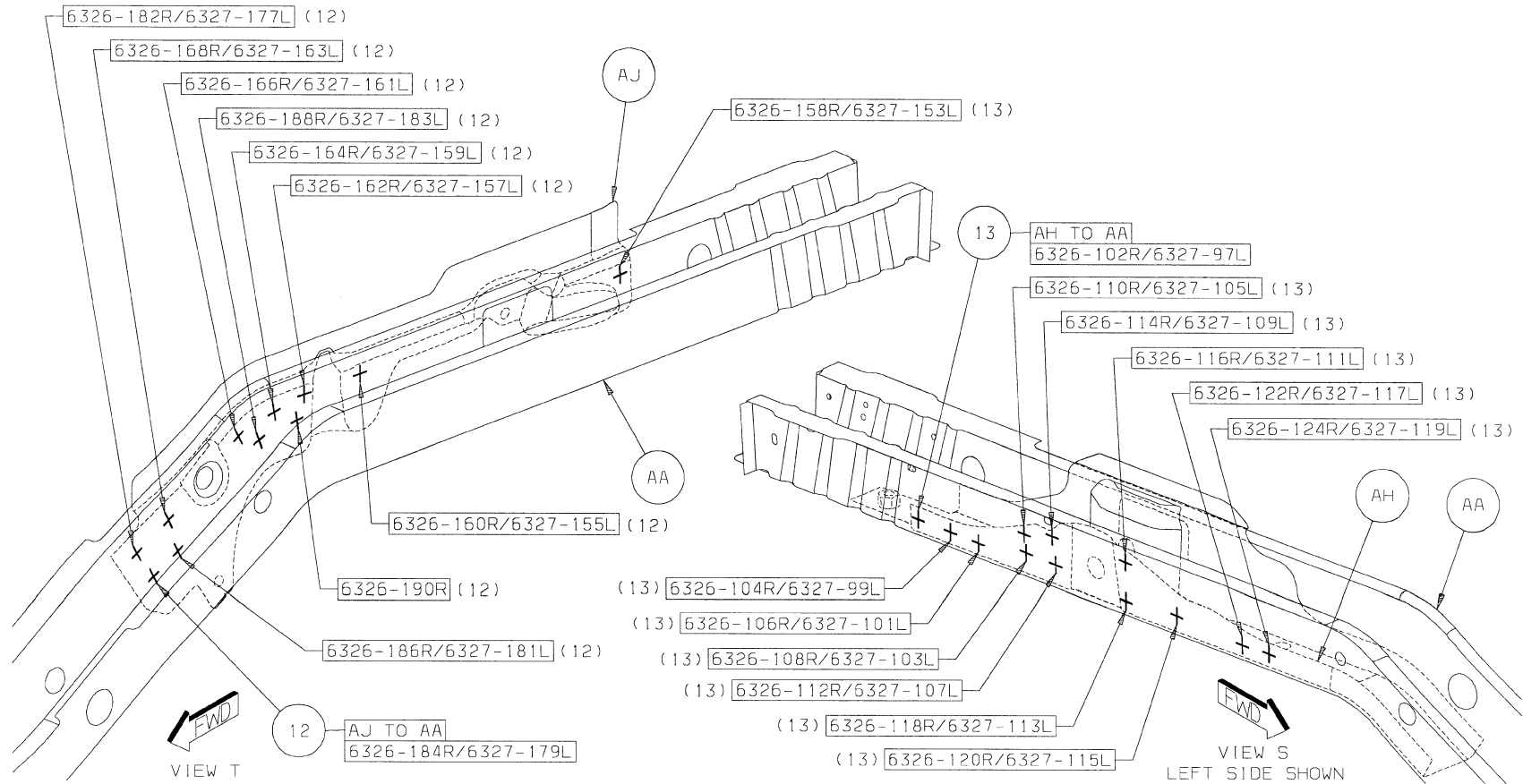
11 AH TO AA 20/SD S/WELD



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12 AJ TO AA 10/R9L S/WELD

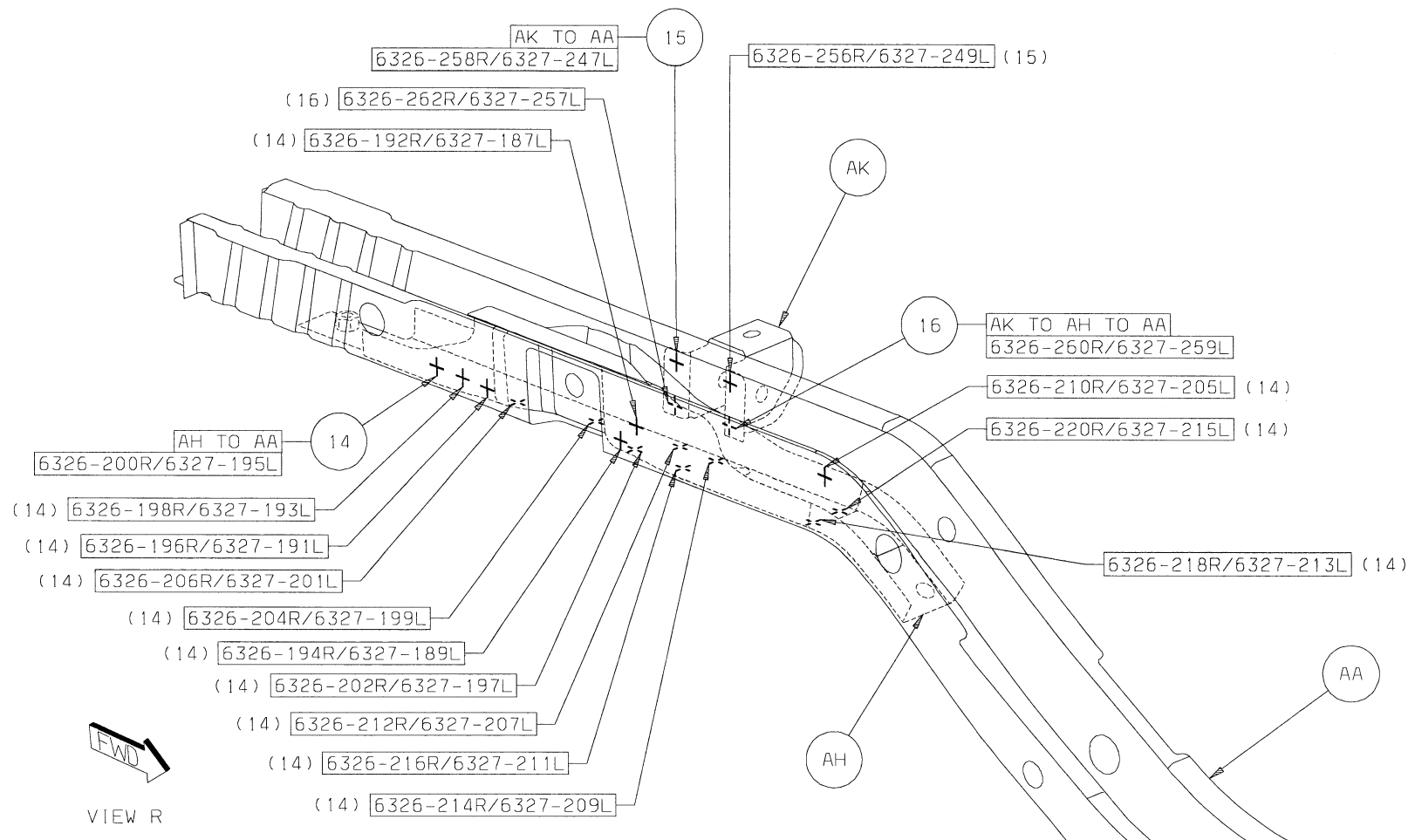
13 H TO AA 13/SD S/WELD



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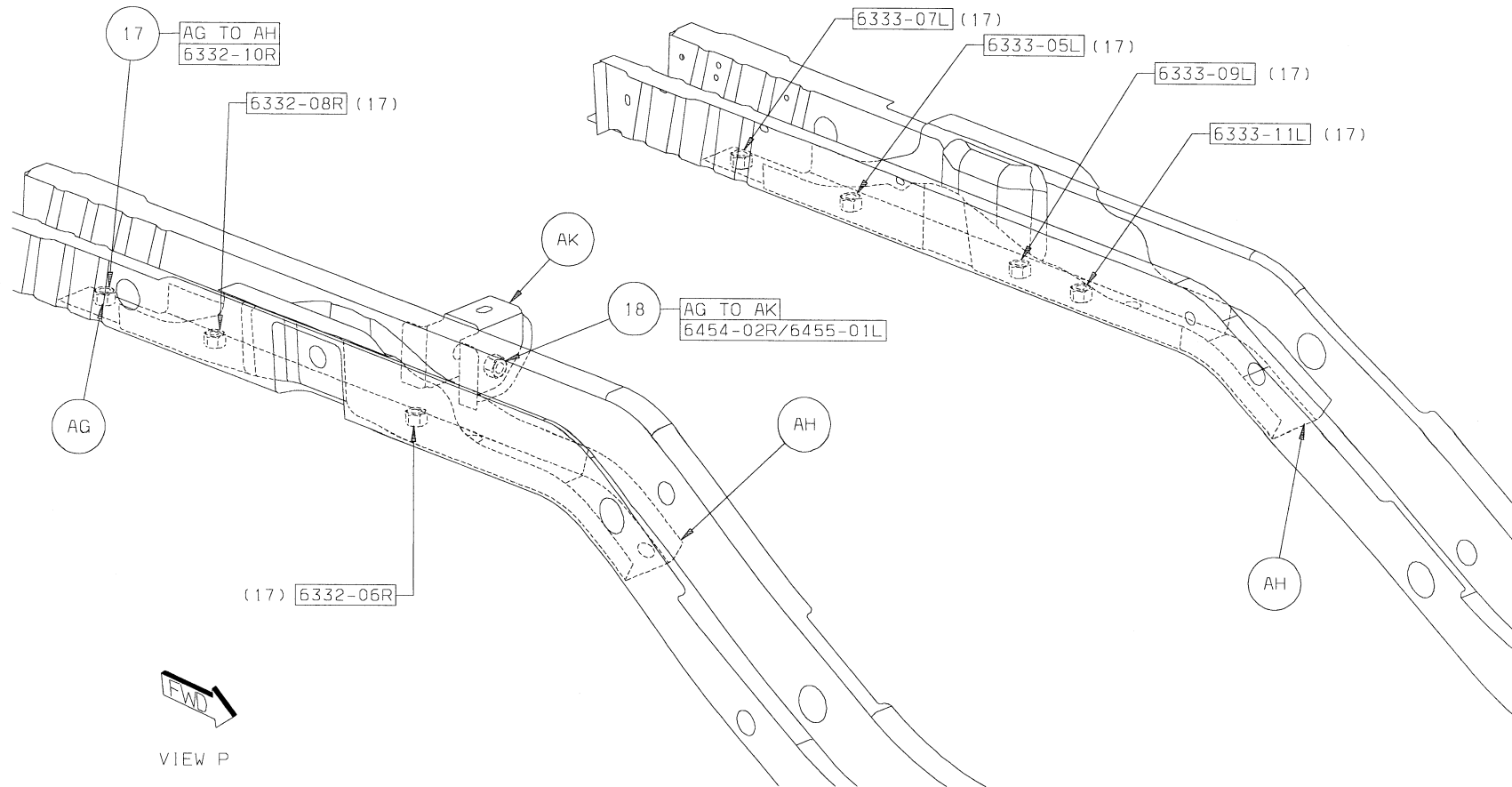


- 14 AH TO AA 14/SD S/WELD
- 15 AK TO AA 2/SD S/WELD
- 16 AK TO AH TO AA 2/SD S/WELD



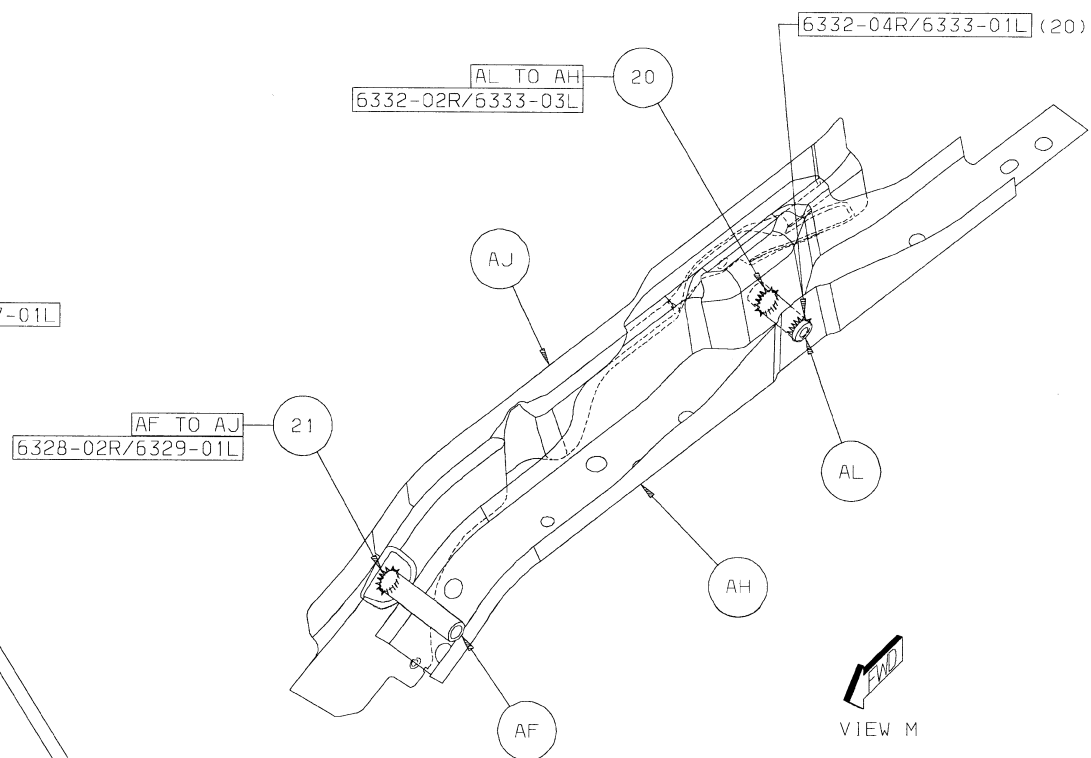
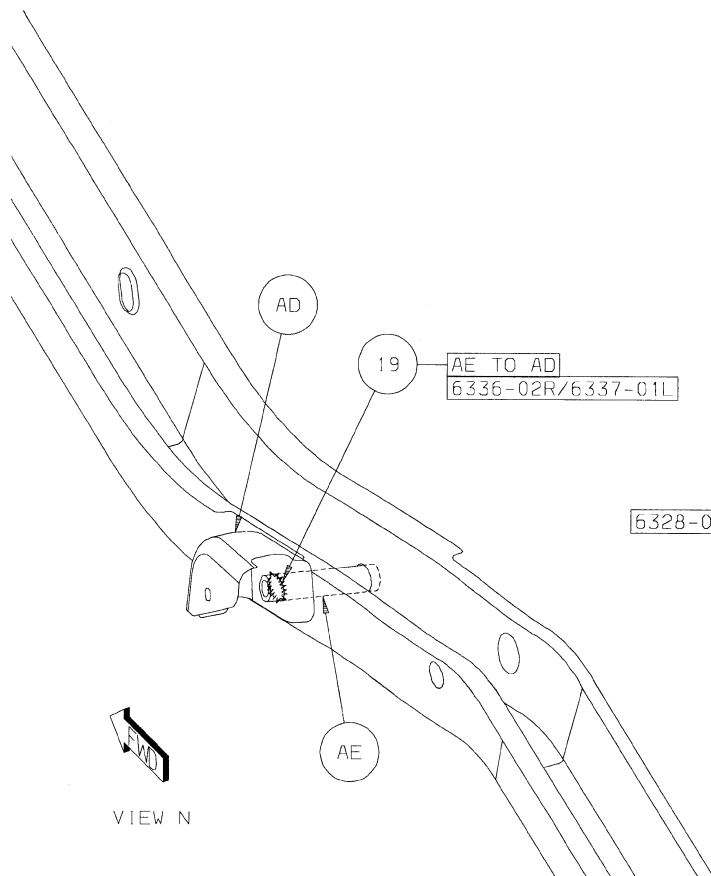
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- 17 AG TO AH 3R/4L PROJ WELD  
18 AG TO AK 2/SD PROJ WELD



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- 19 AD TO AD 1/SD FCAW
- 20 AL TO AH 2/SD FCAW
- 21 AF TO AJ 1/SD FCAW



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## Value and Versatility



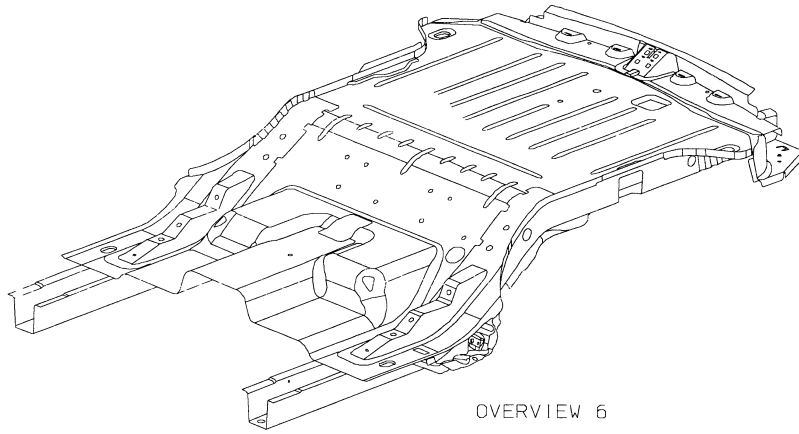
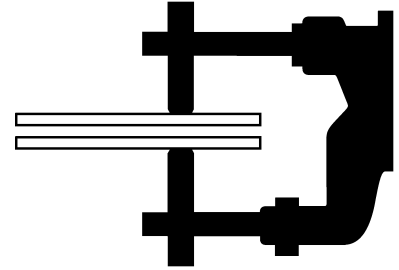
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Products Better™

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The Chemical Company

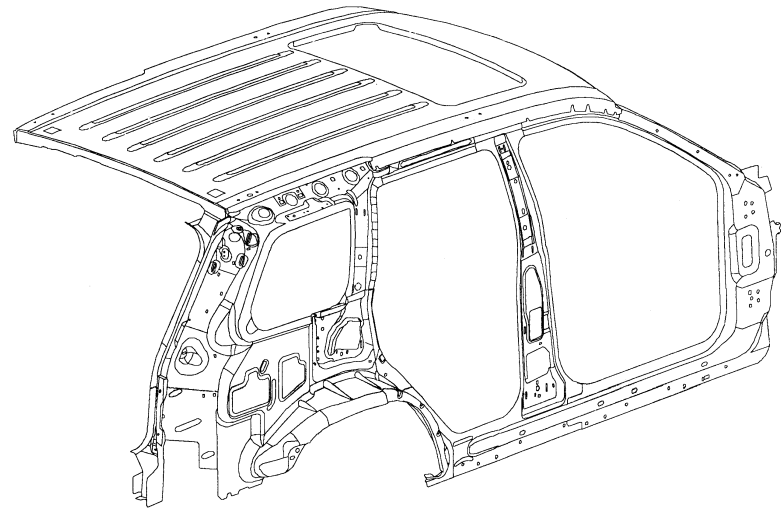
For information visit [www.basfrefinish.com](http://www.basfrefinish.com)

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## WELD LOCATION OVERVIEW ZONES



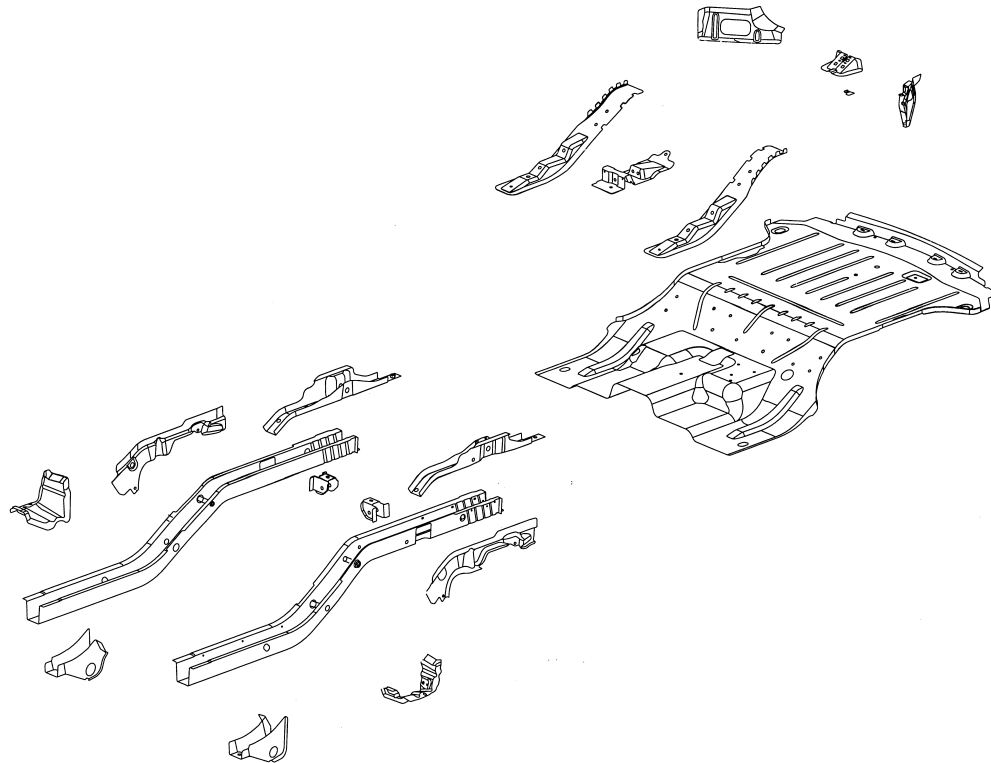
OVERVIEW 6



OVERVIEW 7

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## GRAND CHEROKEE REAR FLOOR AND LADDER SECTION



AA PAN – FLOOR RR – FUEL BUNDLE ATTACH  
 AB TORQUE BOX – RR RT –  
 AB TORQUE BOX – RR RT –  
 AC BRACKET – CONTROL ARM MOUNTING RR UPR RT –  
 AC BRACKET – CONTROL ARM MOUNTING RR UPR LT –  
 AD REINF – LIFTGATE STRIKER –  
 AE REINF – RR RAIL OUTBOARD RT –  
 AE REINF – RR RAIL OUTBOARD LT –  
 AF REINF – FLOOR COMPRESSION PLATE RT –  
 AF REINF – FLOOR COMPRESSION PLATE LT –  
 AG RAIL – RR RT–

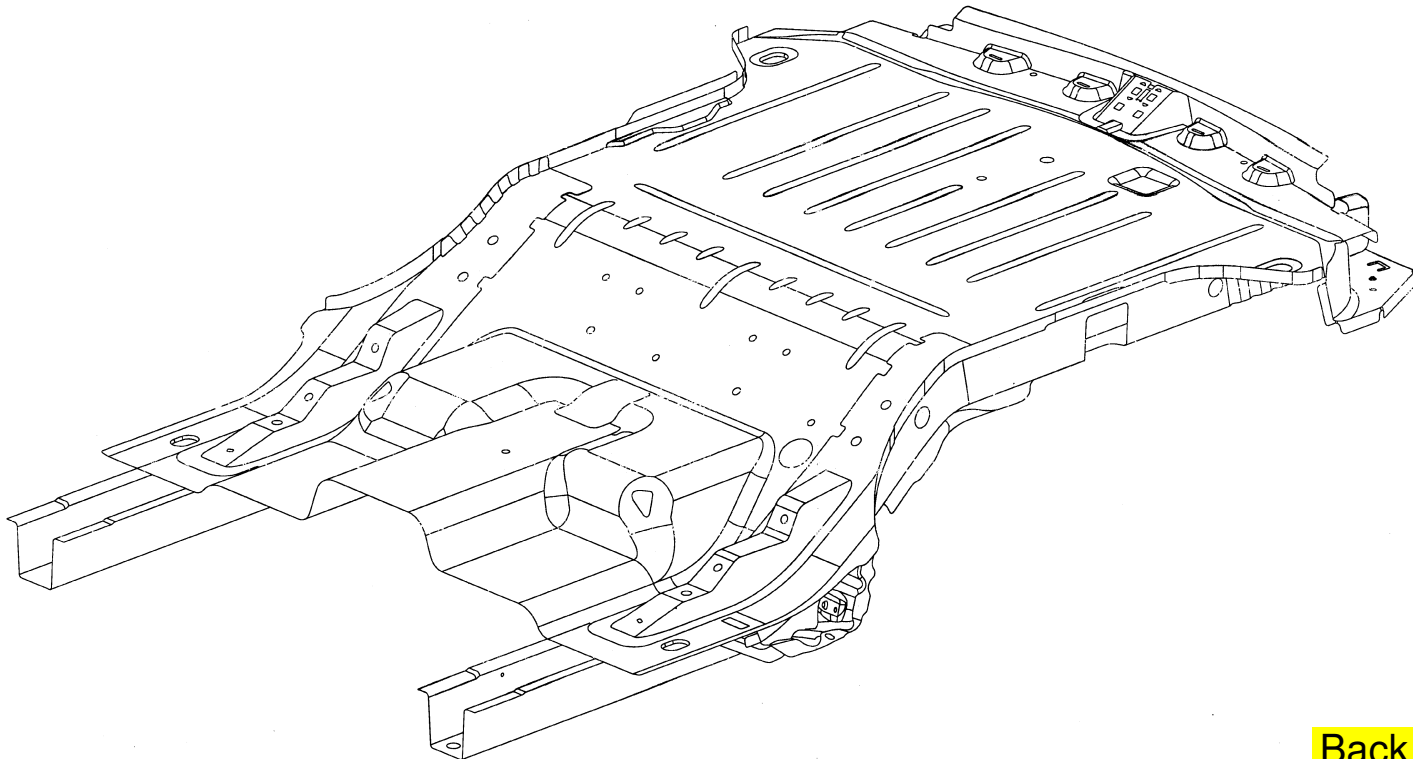
AG RAIL – RR LT–  
 AH CROSSMEMBER – MID FLOOR –  
 AJ GUIDE – COIL SPRING –  
 AJ GUIDE – COIL SPRING –  
 AK NUT/WELD.HEX – NO.FIN – JOUNCE BUMPER  
 CUP ATTACH  
 AL REINF – RR SHOCK INR RT –  
 AL REINF – RR SHOCK INR LT –  
 AM REINF – COMPRESSION PLATE CTR –  
 AN CROSSWMEMBER – SPARE TIRE –  
 AP REINF – TAPPING PLATE – WINCH ASSY ATTACH

AP REINF – TAPPING PLATE – WINCH ASSY  
 ATTACH  
 AR CROSSMEMBER – RR INR –  
 AS REINF ASSY – TRACK BAR BRACKET –  
 AS REINF ASSY – TRACK BAR BRACKET –  
 AT BULKHEAD – RT –  
 AT BULKHEAD – LT –  
 AU NUT/WELD.HEX – NO.FIN.THICK –  
 TRAILER TOW ATTACH  
 AU NUT/WELD.HEX – NO.FIN.THICK –  
 TRAILER TOW ATTACH

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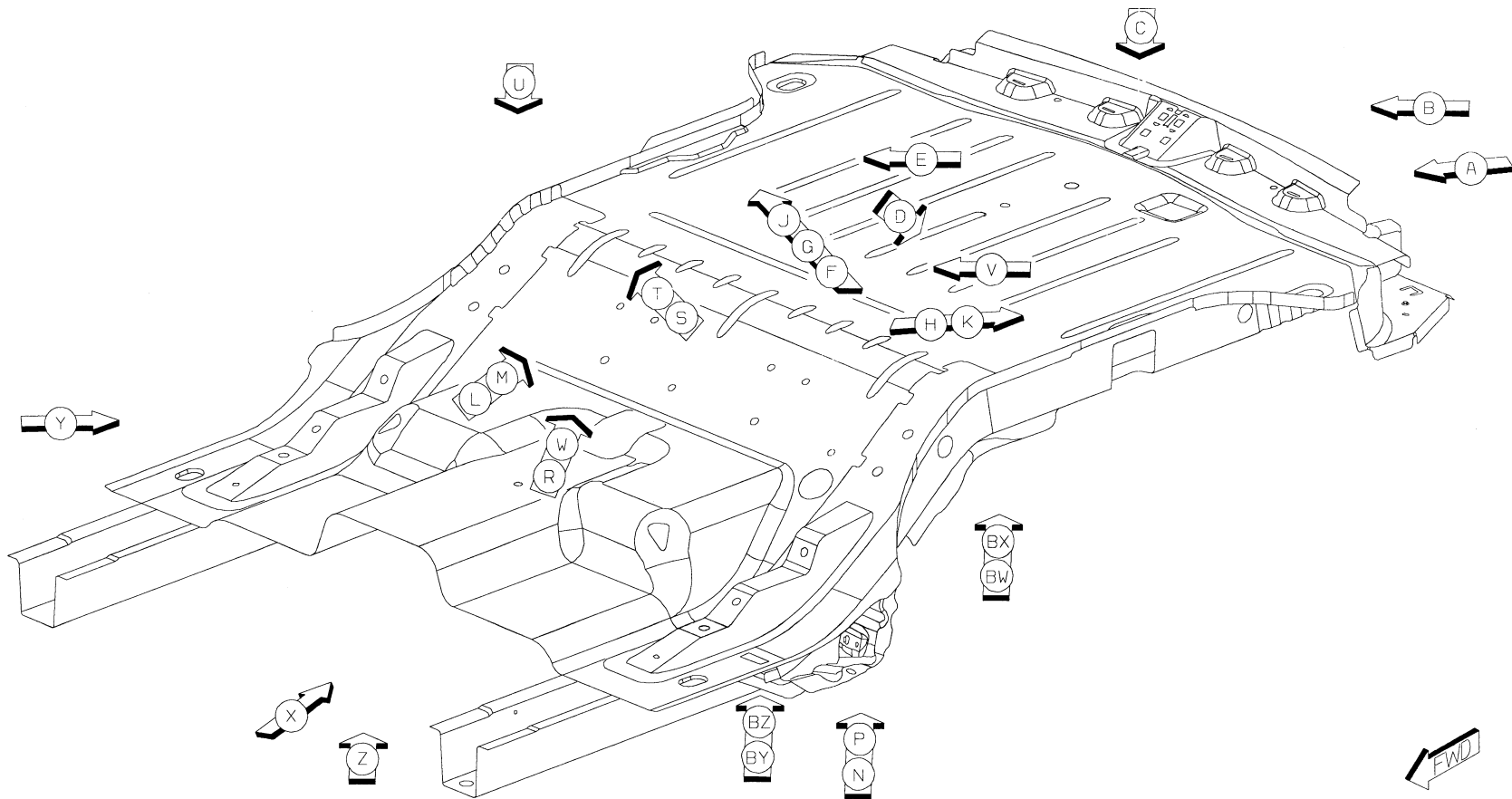
## PARTS IDENTIFICATION LEGEND, OVERVIEW 6

AA PAN – FLOOR RR – FUEL BUNDLE ATTACH	AG RAIL – RR LT–	AP REINF – TAPPING PLATE – WINCH ASSY ATTACH
AB TORQUE BOX – RR RT –	AH CROSSMEMBER – MID FLOOR –	AR CROSSMEMBER – RR INR –
AB TORQUE BOX – RR RT –	AJ GUIDE – COIL SPRING –	AS REINF ASSY – TRACK BAR BRACKET –
AC BRACKET – CONTROL ARM MOUNTING RR UPR RT –	AJ GUIDE – COIL SPRING –	AS REINF ASSY – TRACK BAR BRACKET –
AC BRACKET – CONTROL ARM MOUNTING RR UPR LT –	AK NUT/WELD.HEX – NO.FIN – JOUNCE BUMPER CUP ATTACH	AT BULKHEAD – RT –
AD REINF – LIFTGATE STRIKER –	AL REINF – RR SHOCK INR RT –	AT BULKHEAD – LT –
AE REINF – RR RAIL OUTBOARD RT –	AL REINF – RR SHOCK INR LT –	AU NUT/WELD.HEX – NO.FIN.THICK – TRAILER TOW ATTACH
AE REINF – RR RAIL OUTBOARD LT –	AM REINF – COMPRESSION PLATE CTR –	AU NUT/WELD.HEX – NO.FIN.THICK – TRAILER TOW ATTACH
AF REINF – FLOOR COMPRESSION PLATE RT –	AN CROSSMEMBER – SPARE TIRE –	
AF REINF – FLOOR COMPRESSION PLATE LT –	AP REINF – TAPPING PLATE – WINCH ASSY ATTACH	
AG RAIL – RR RT–		



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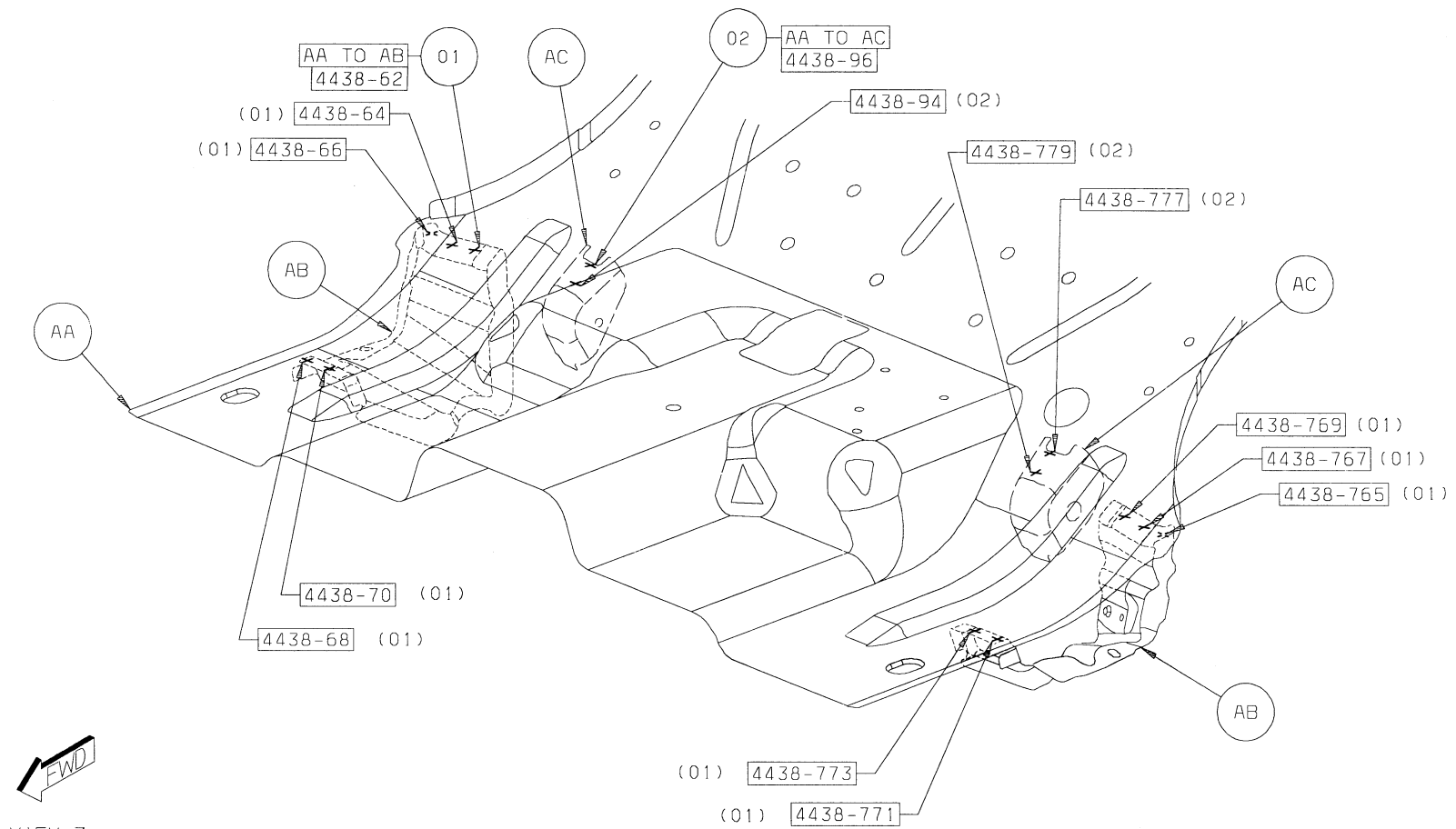
## WELD LAYOUT LOCATION GUIDE



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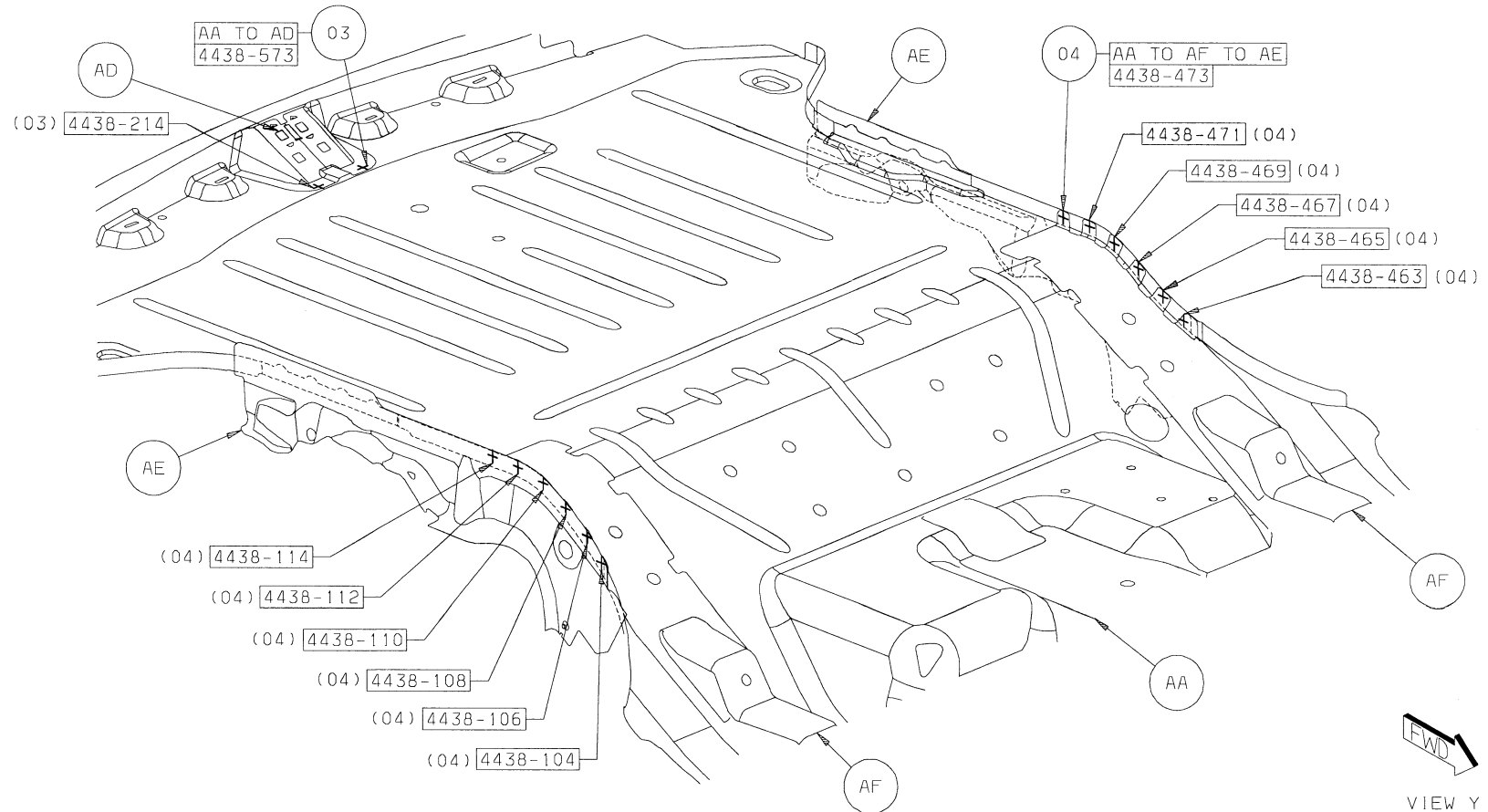


- 1 AA TO AB 10 S/WELDS
- 2 AA TO AC 4 S/WELDS



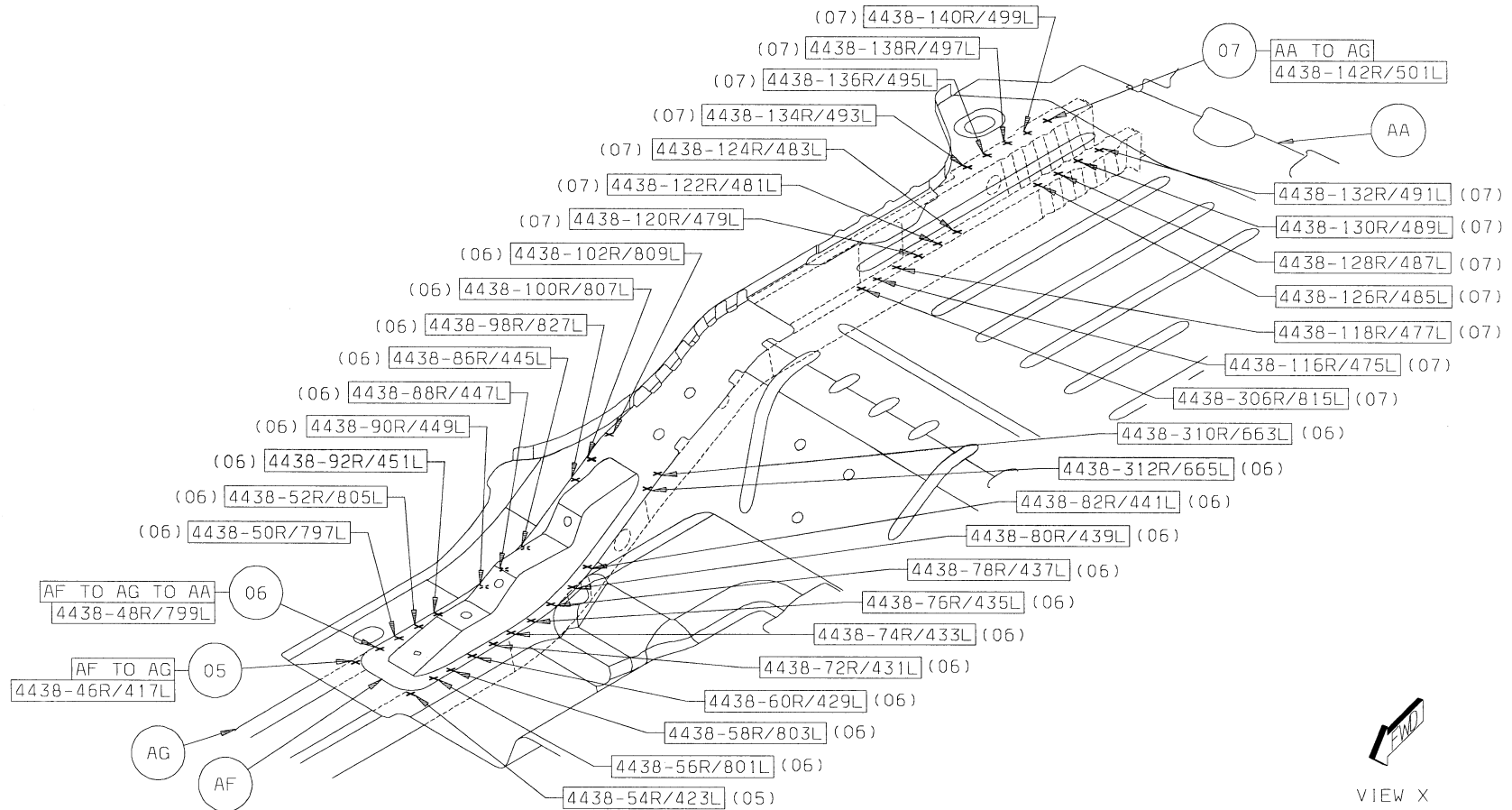
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- 3 AA TO AD 2 S/WELDS  
4 AA TO AF TO AE 12 S/WELDS



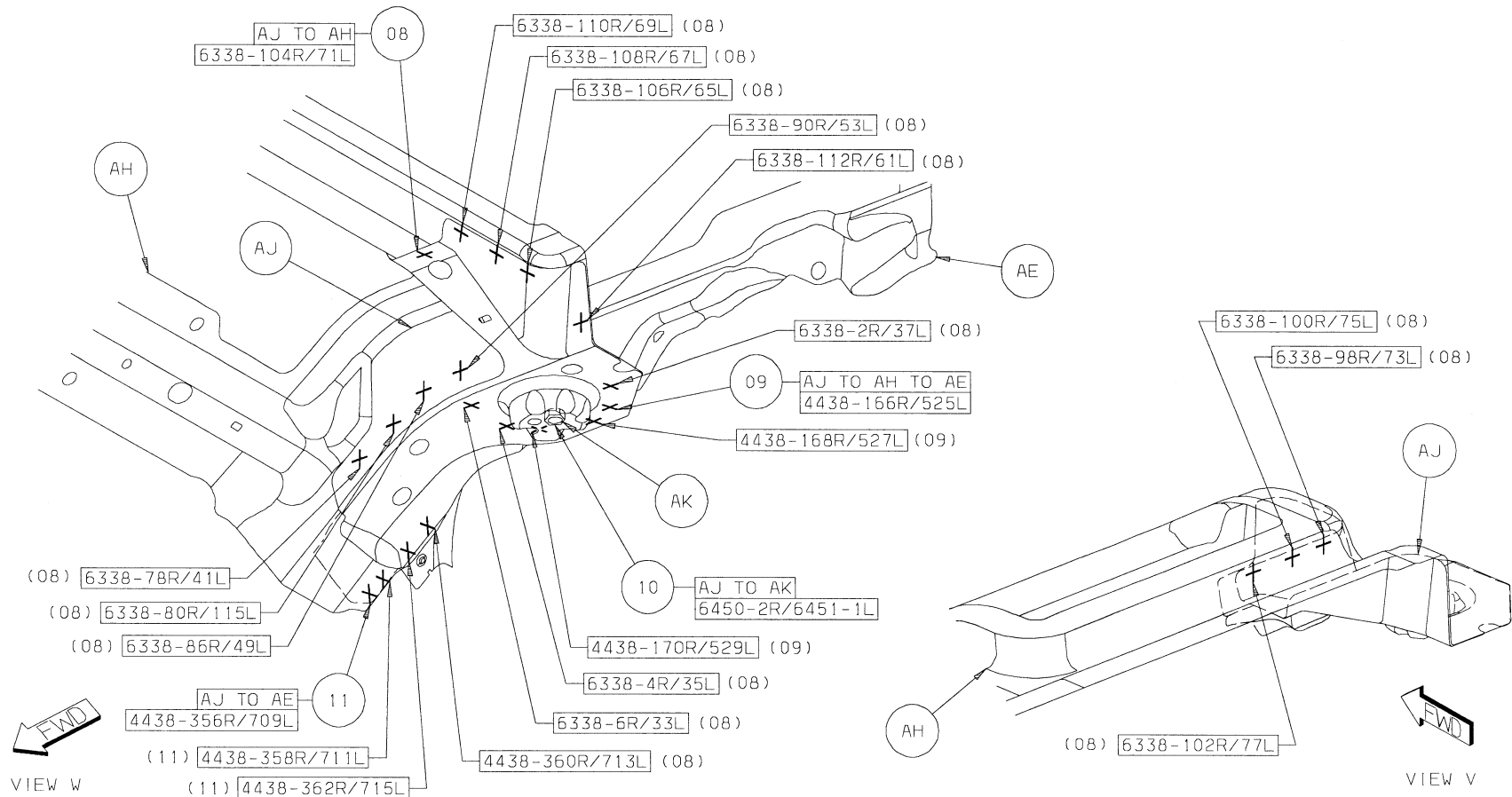
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- 5 AF TO AG 2/SD S/WELDS
- 6 AF TO AG TO AA 24/SD S/WELDS
- 7 AA TO AG 15/SD S/WELDS



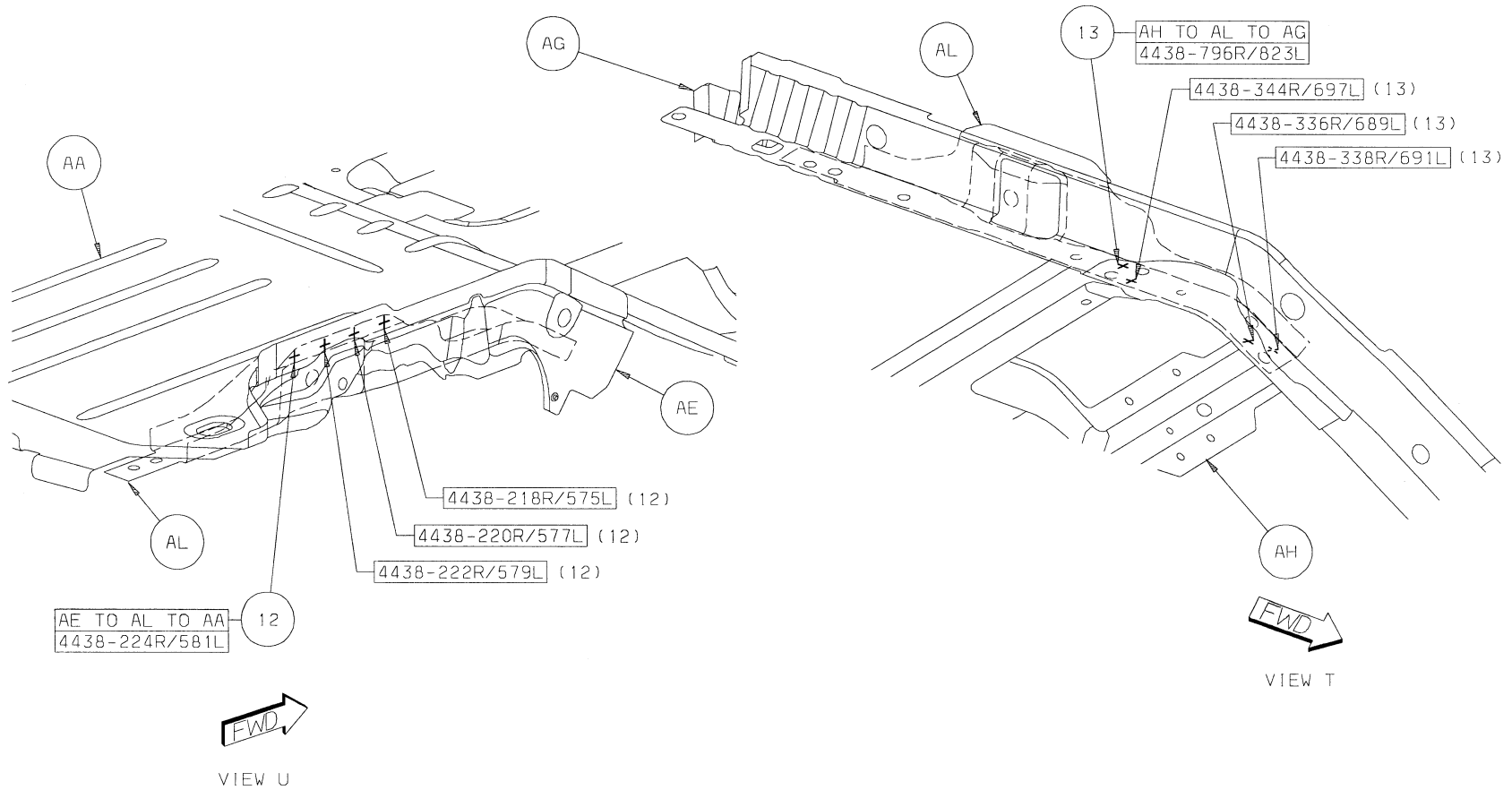
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- 8 AJ TO AH 16/SD S/WELDS
- 9 AJ TO AH TO AE 3/SD S/WELDS
- 10 AJ TO AK 1/SD S/WELD
- 11 AJ TO AE 3/SD S/WELDS



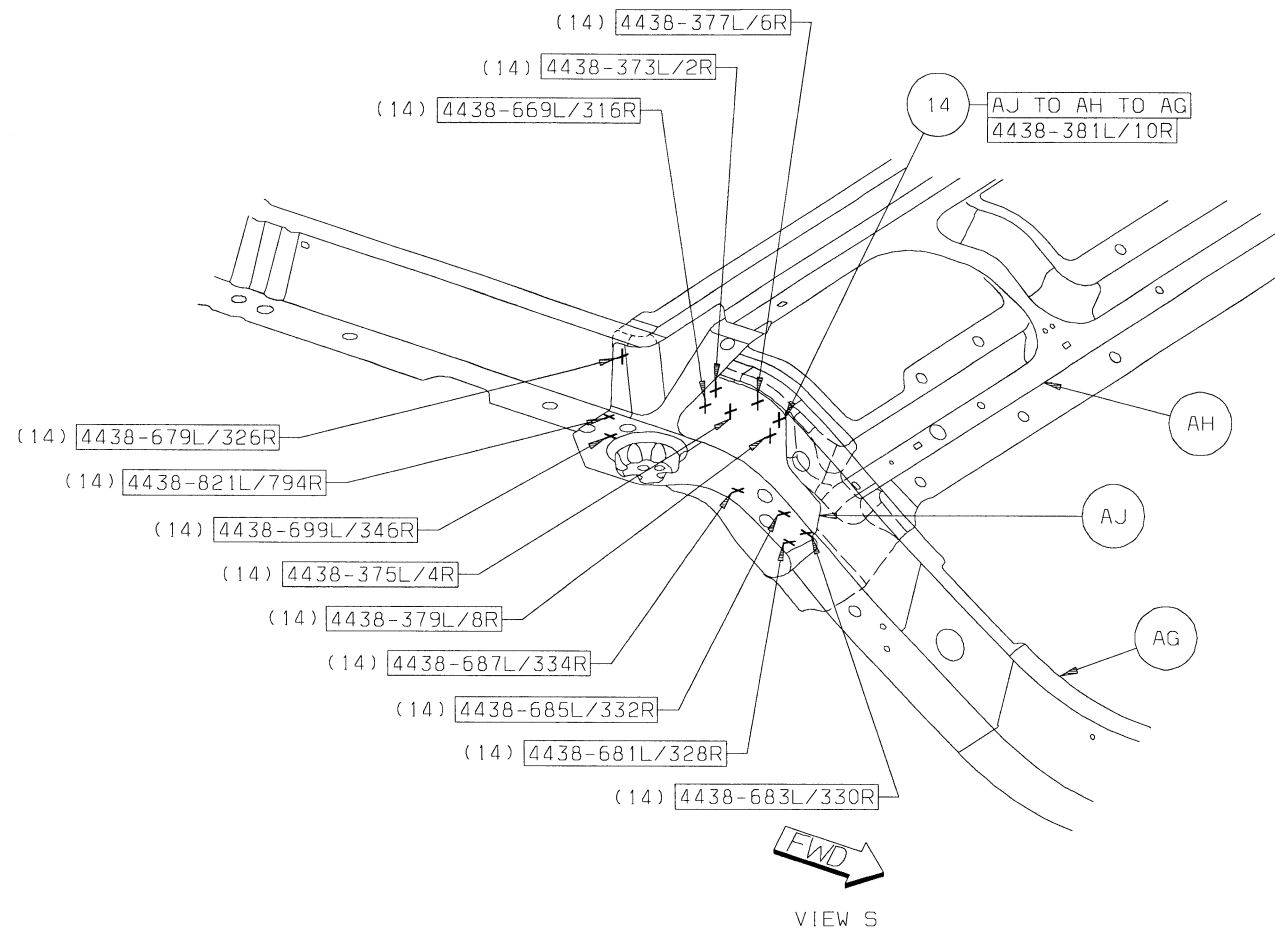
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- 12 AE TO AL TO AA 4/SD S/WELDS  
13 AH TO AL TO AG 4/SD S/WELDS



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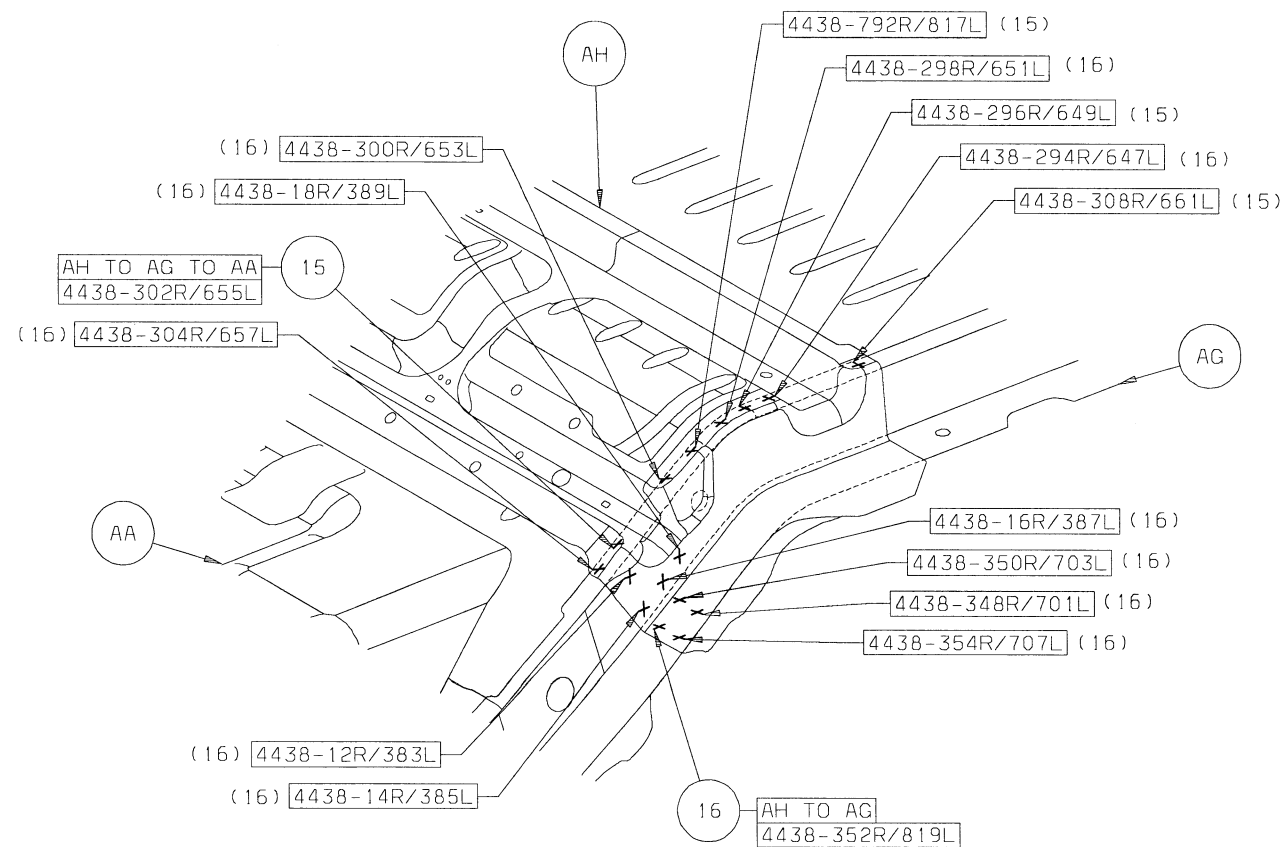
14 AJ TO AH TO AG 13/SD S/WELDS



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15 AH TO AG TO AA 4/SD S/WELDS

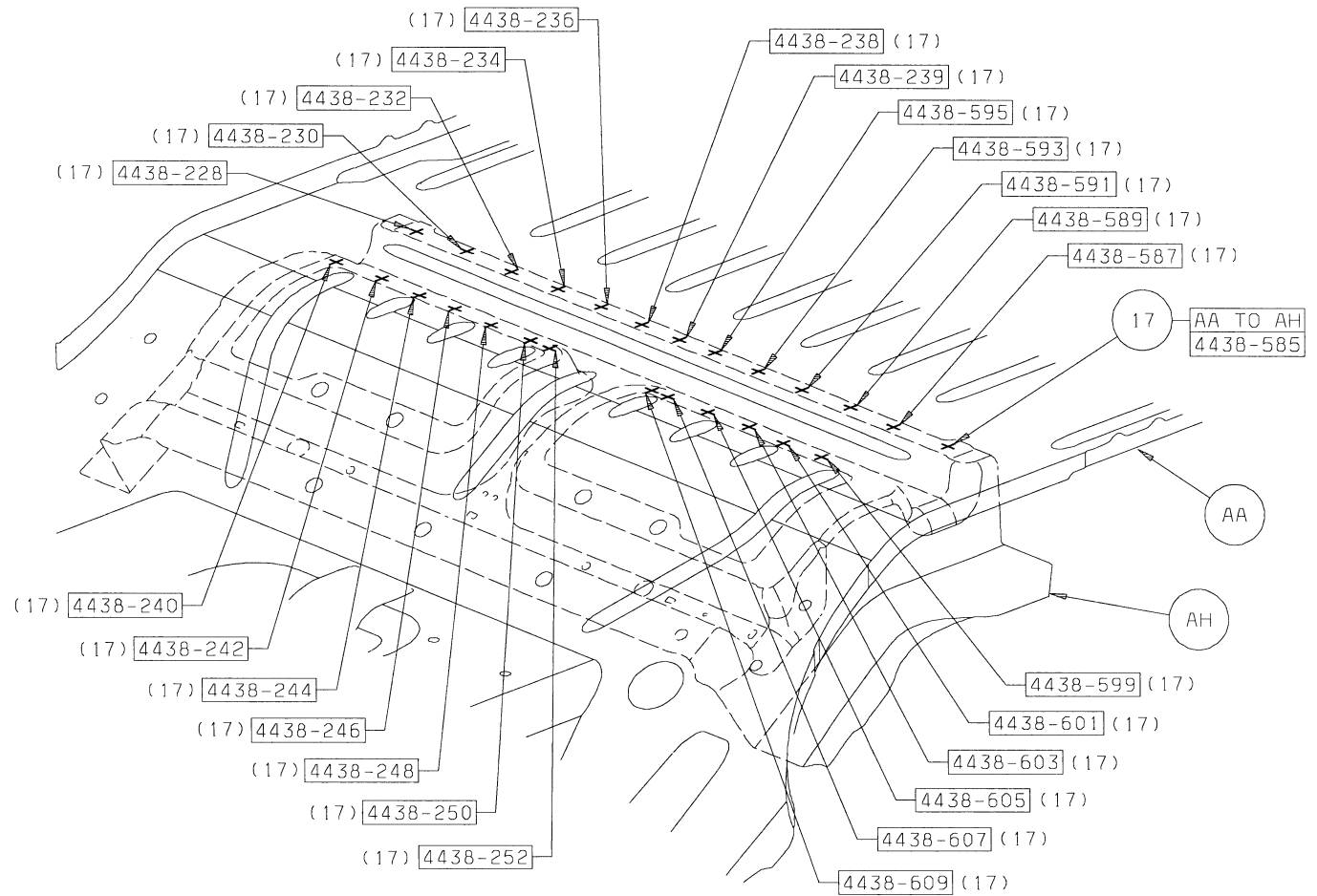
16 AH TO AG 12/SD S/WELDS



VIEW R

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# 17 AA TO AH 26 S/WELDS

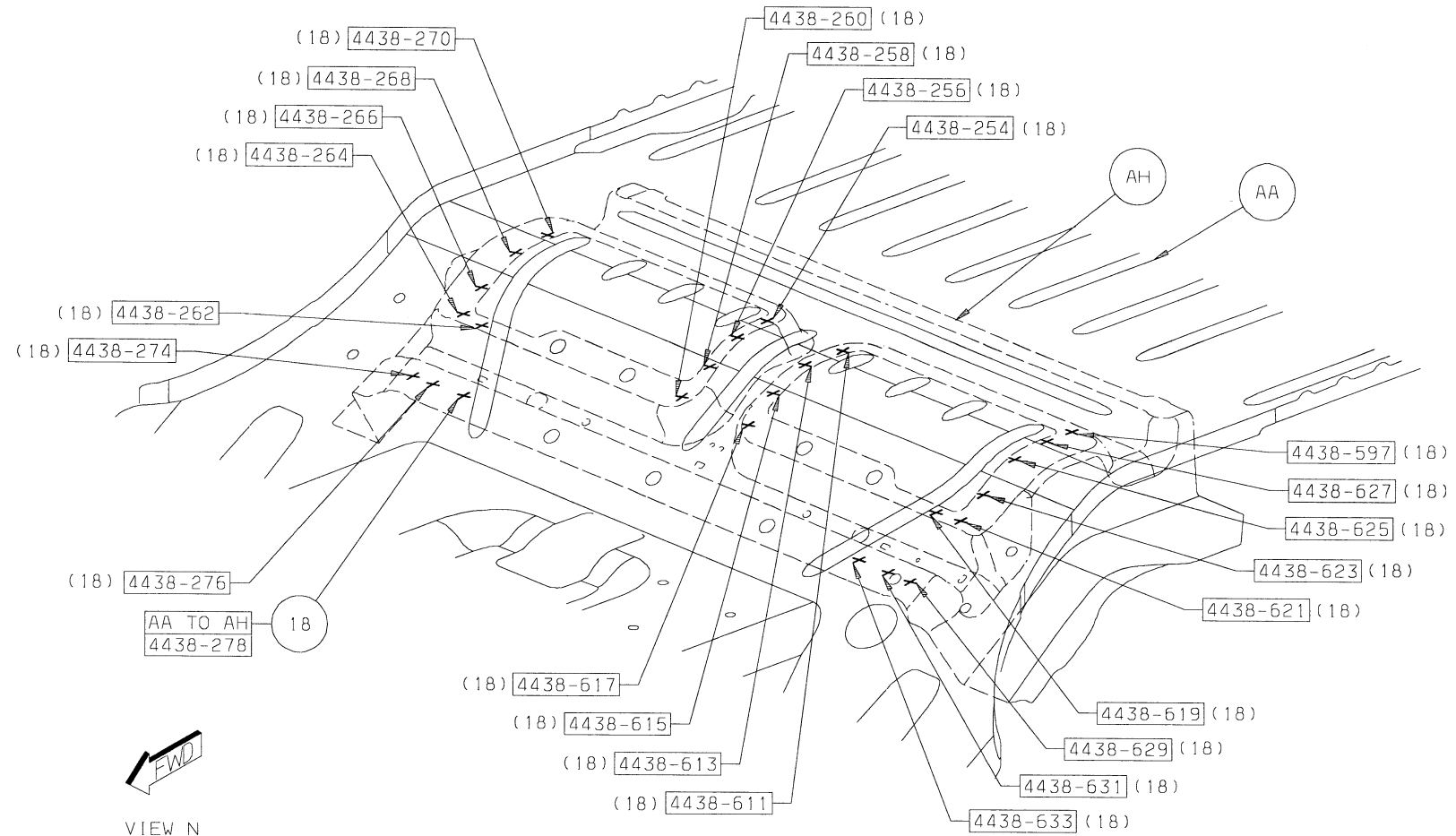


VIEW P

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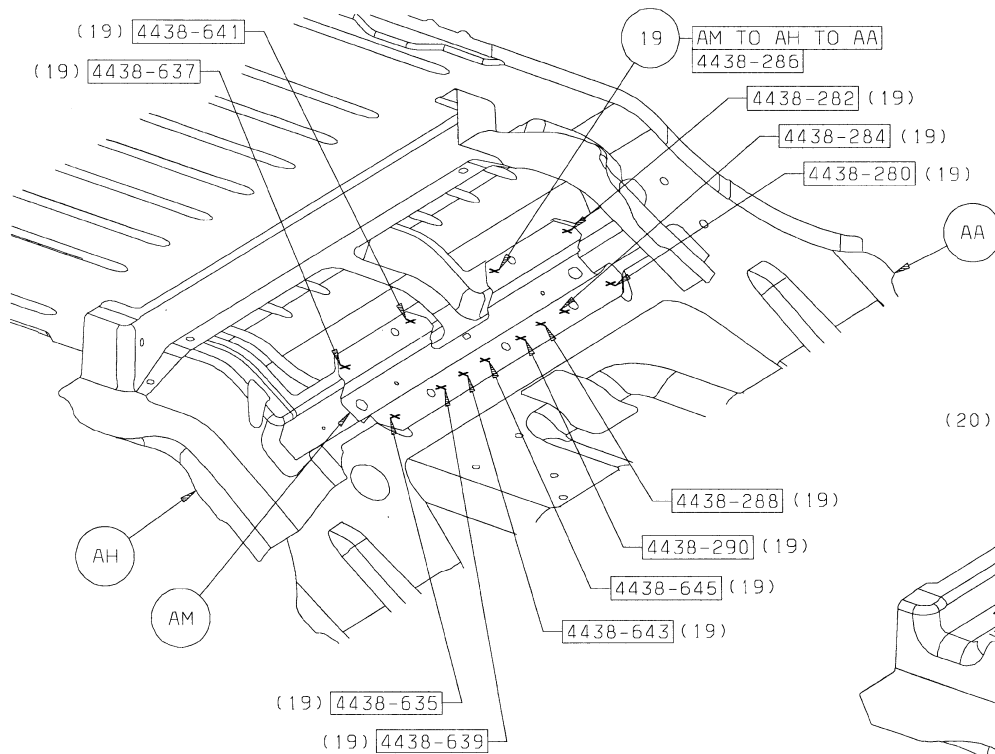
# 18 AA TO AH 25 S/WELDS



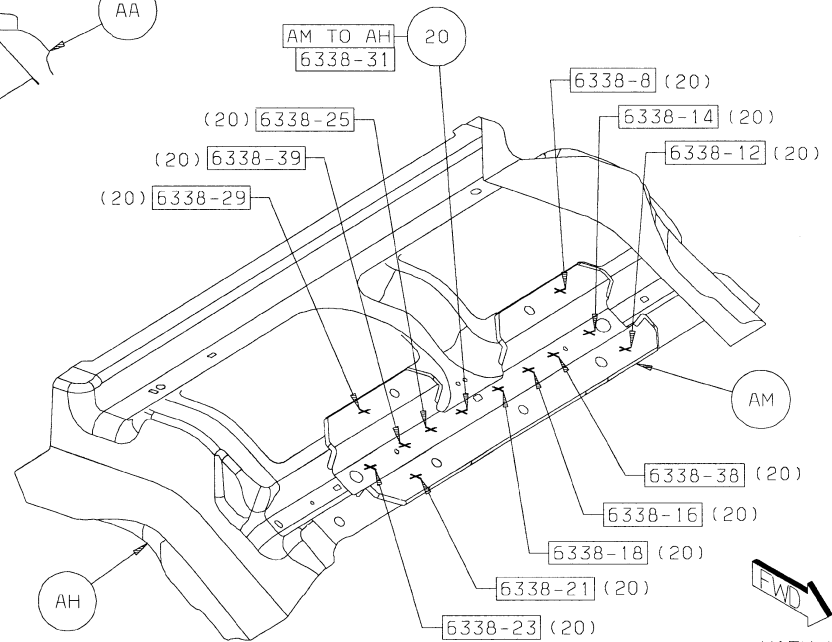
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19 AN TO AH TO AA 12 S/WELDS

20 AN TO AH 12 S/WELDS



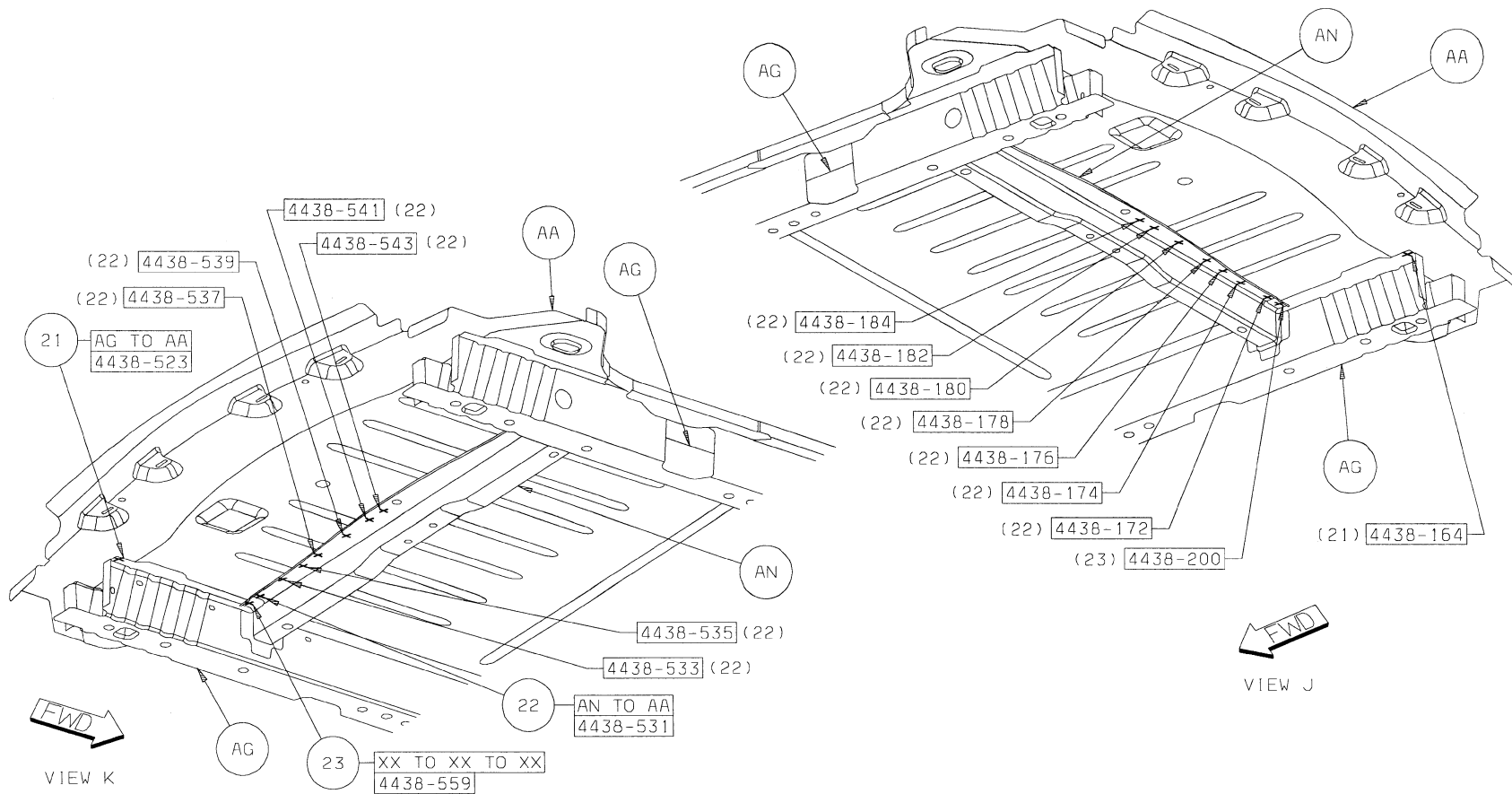
VIEW M



VIEW L

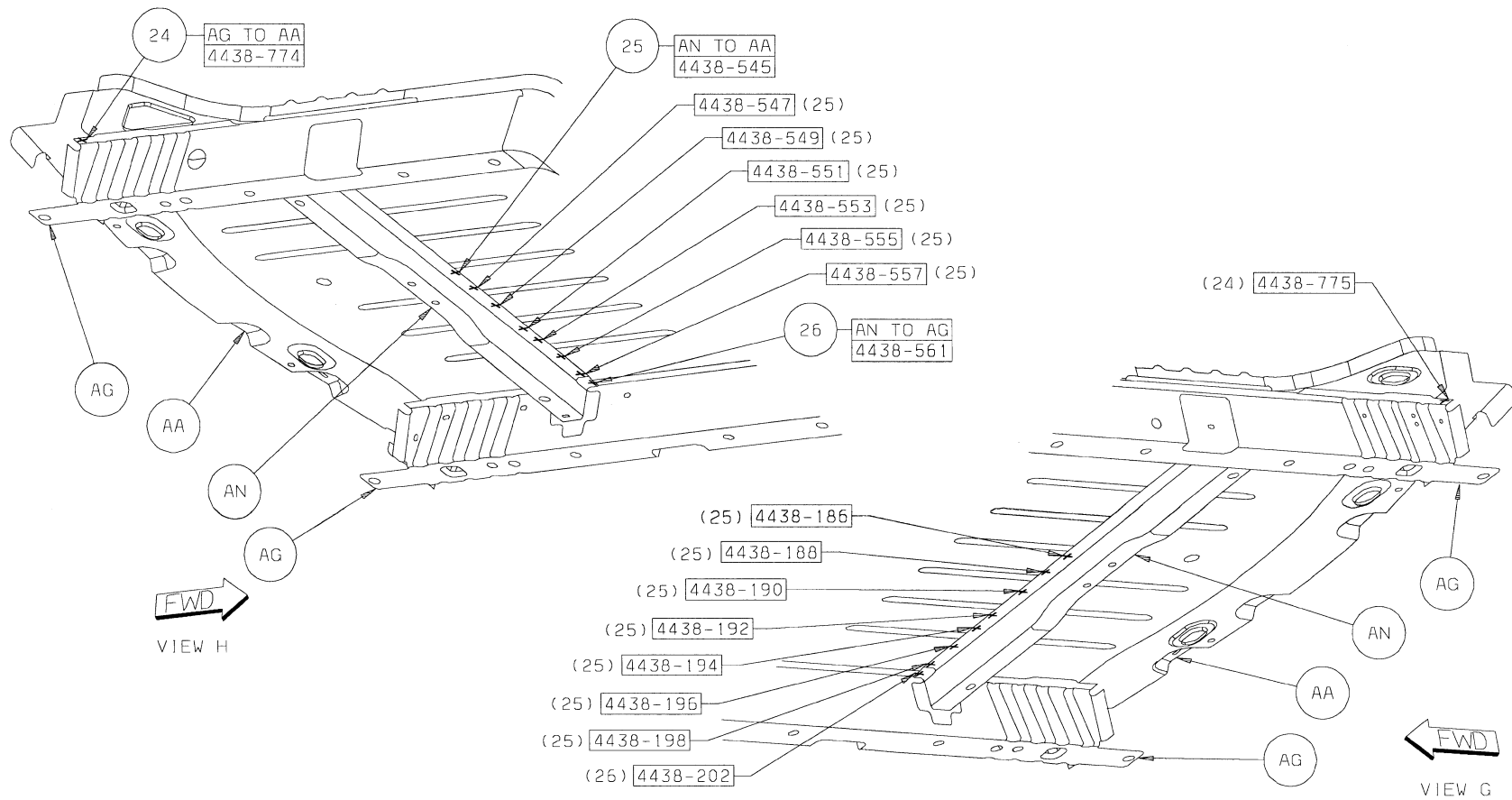
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- 21 AG TO AA 2 S/WELD
- 22 AN TO AA 14 S/WELDS
- 23 AN TO AG TO AA 2 S/WELDS



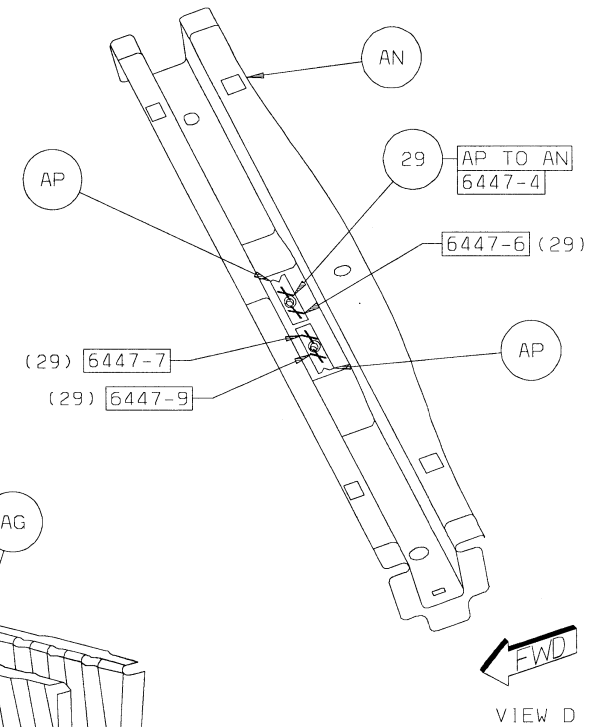
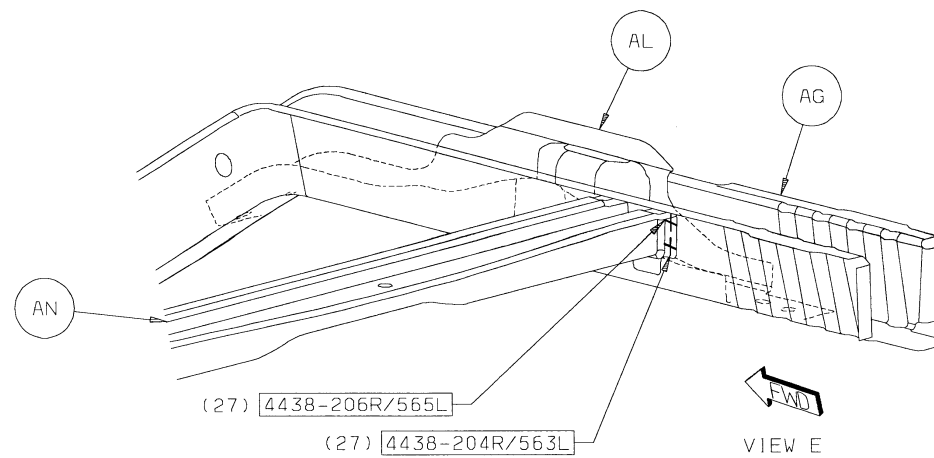
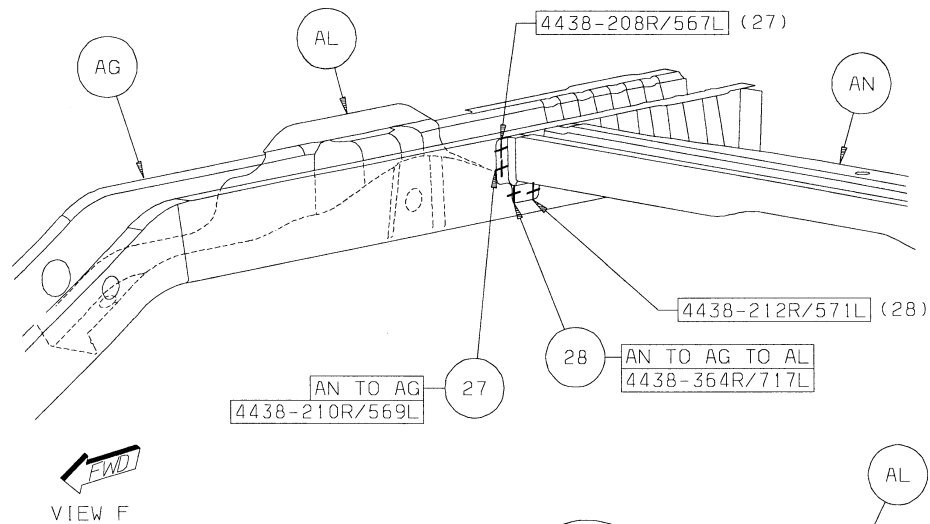
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- 24 AG TO AA 2 S/WELDS
- 25 AN TO AA 14 S/WELDS
- 26 AN TO AG 2 S/WELDS



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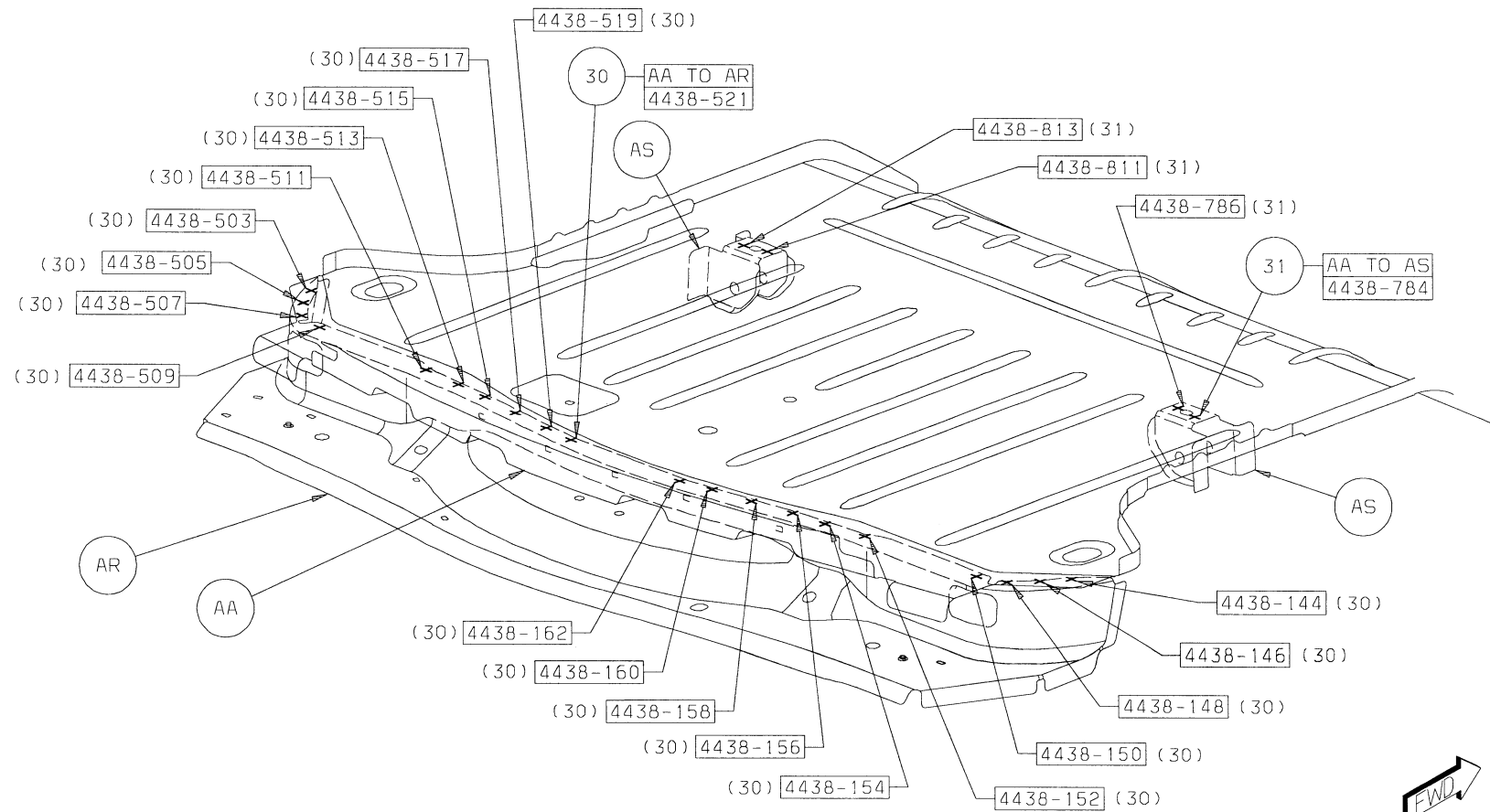
- 27 AN TO AG 4/SD S/WELDS
- 28 AN TO AG TO AL 2/SD S/WELDS
- 29 AP TO AN 4 S/WELDS



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30 AA TO AR 20 S/WELDS

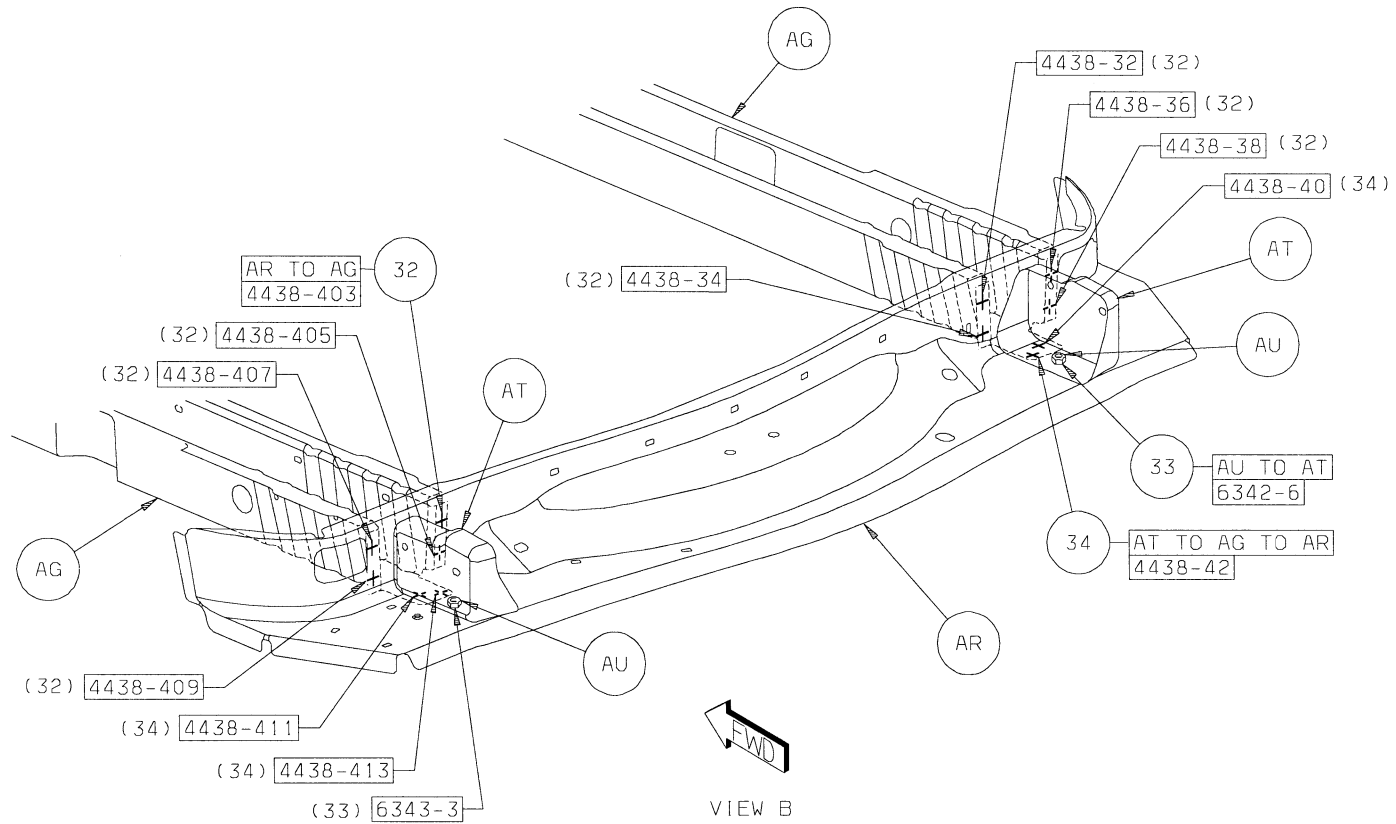
31 AA TO AS 4 S/WELDS



VIEW C

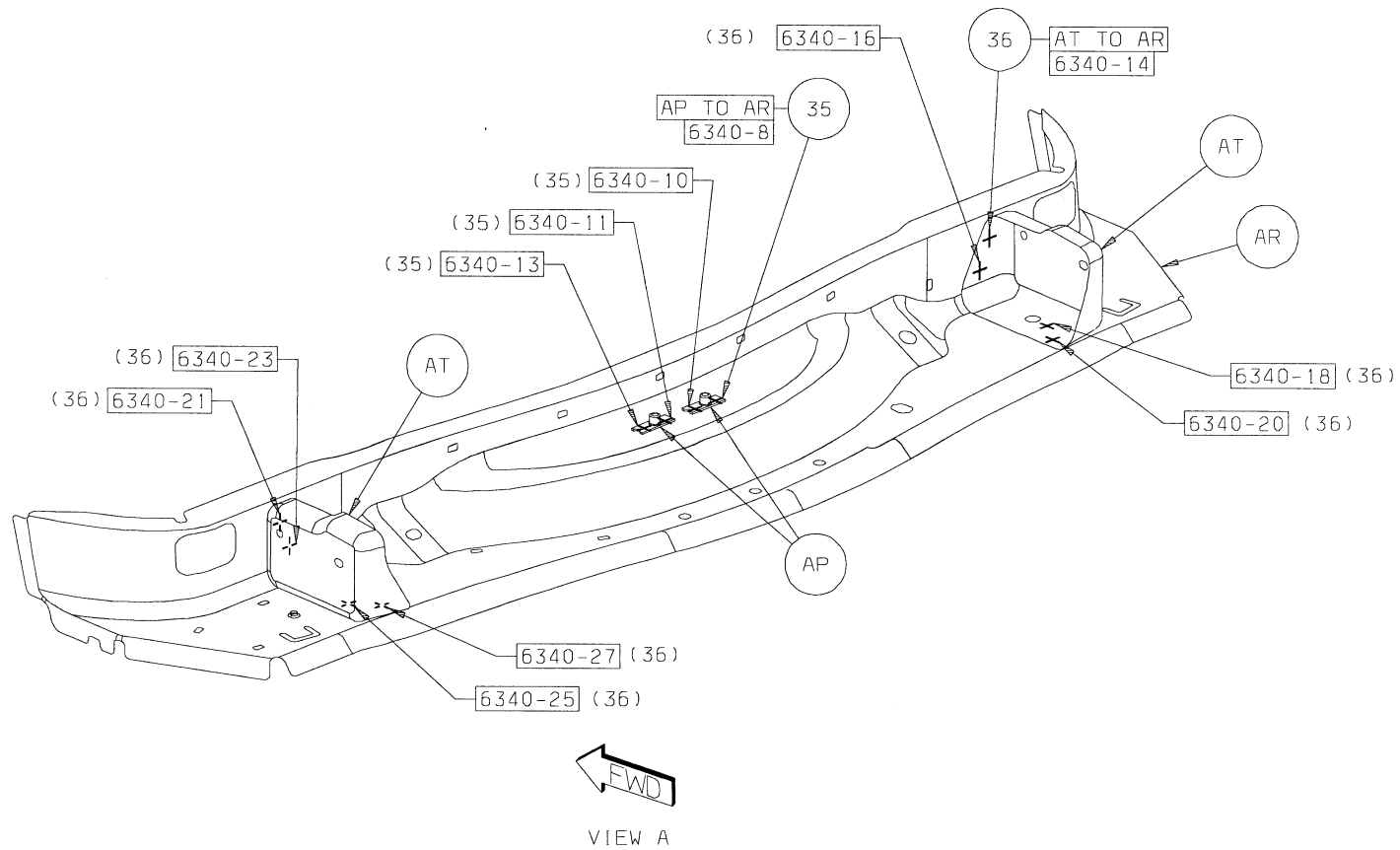
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- 32 AR TO AG 8 S/WELDS
- 33 AU TO AT 2 S/WELDS
- 34 AT TO AG TO AR 4 S/WELDS



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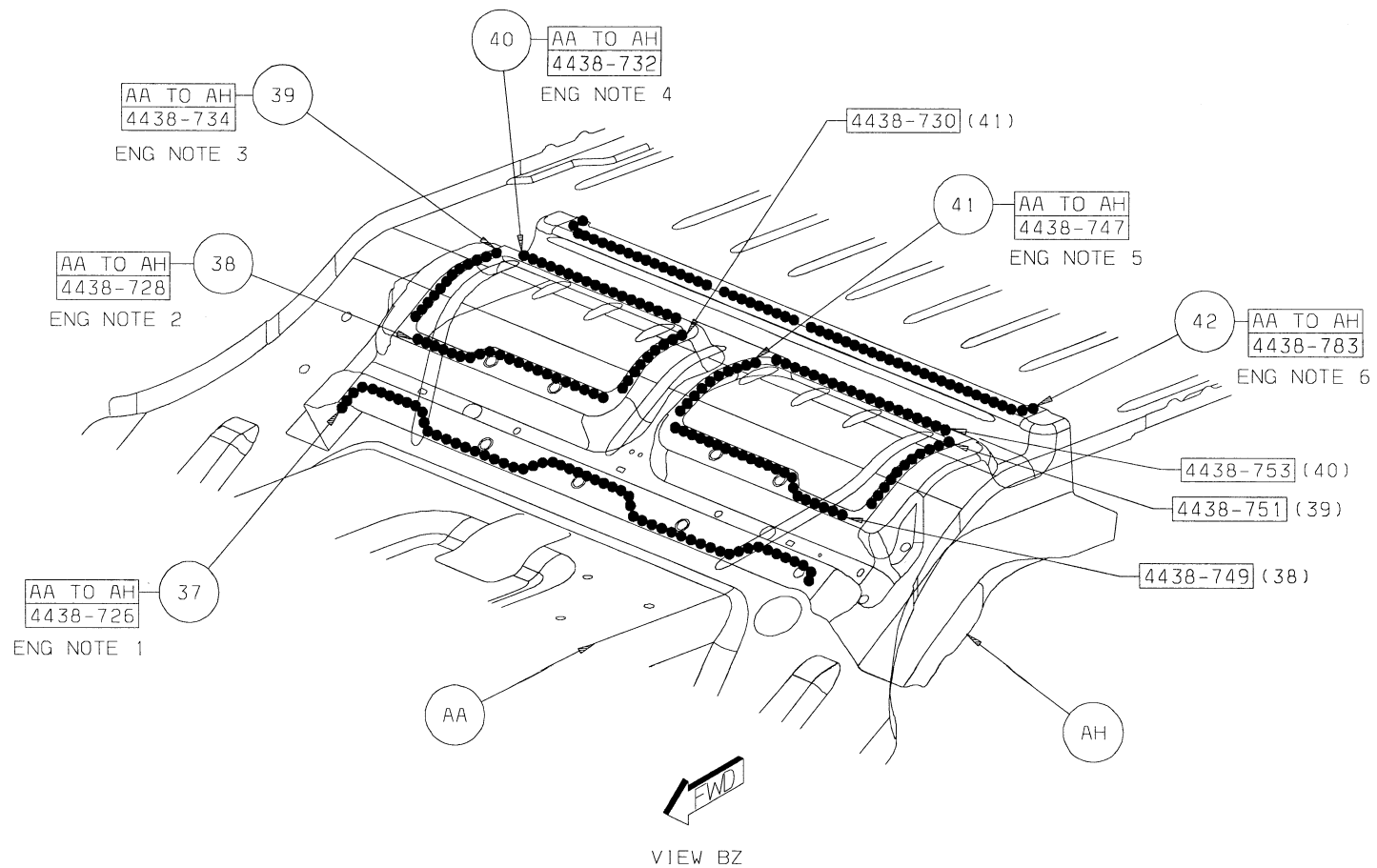
35 AP TO AR 4 S/WELDS  
36 AT TO AR 8 S/WELDS



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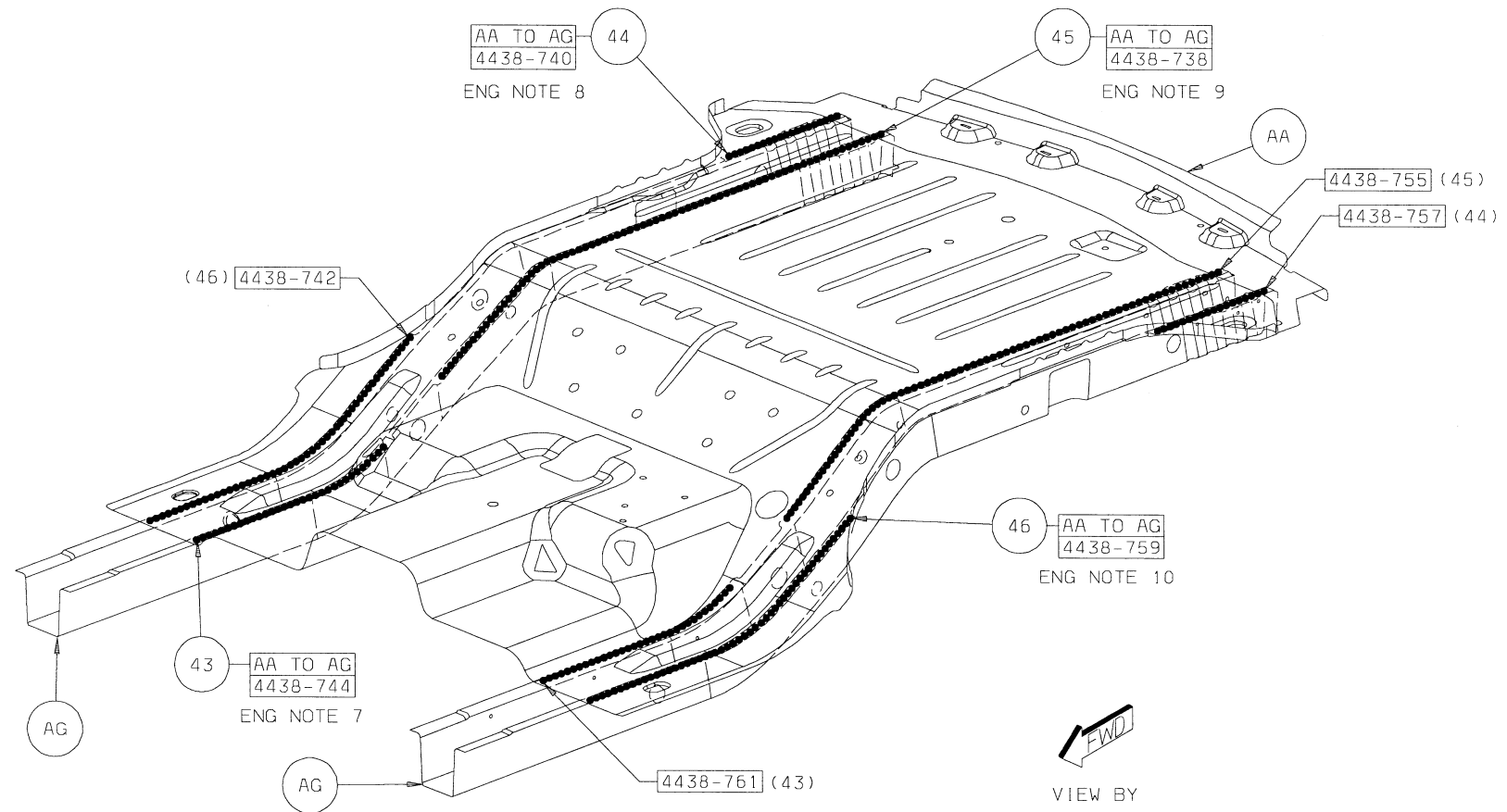


- 37 AA TO AH 1 STRUC ADH
- 38 AA TO AH 2 STRUC ADH
- 39 AA TO AH 2 STRUC ADH
- 40 AA TO AH 2 STRUC ADH
- 41 AA TO AH 2 STRUC ADH
- 42 AA TO AH 1 STRUC ADH



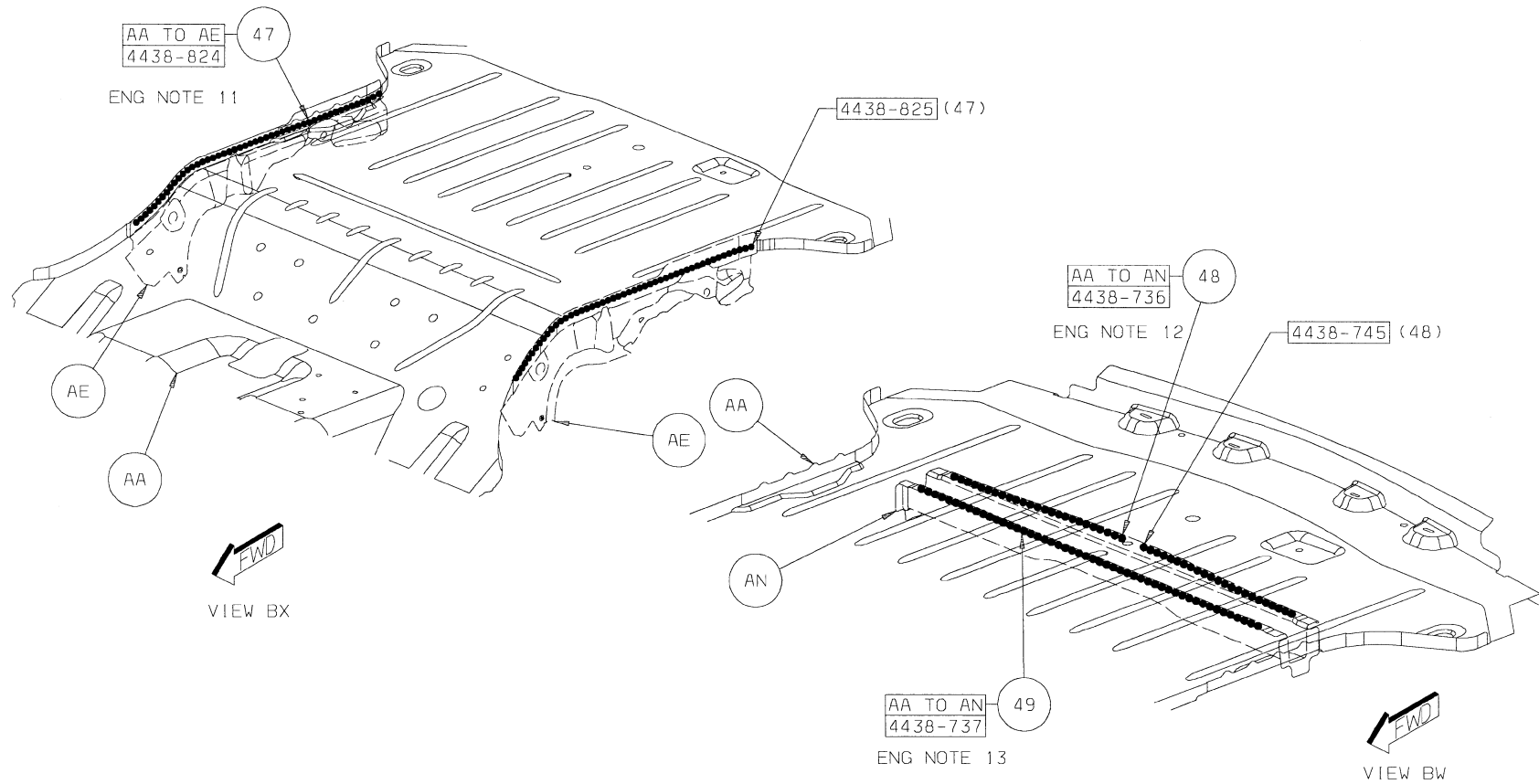
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- 43 AA TO AG 2 STRUC ADH
- 44 AA TO AH 2 STRUC ADH
- 45 AA TO AG 2 STRUC ADH
- 46 AA TO AG 2 STRUC ADH



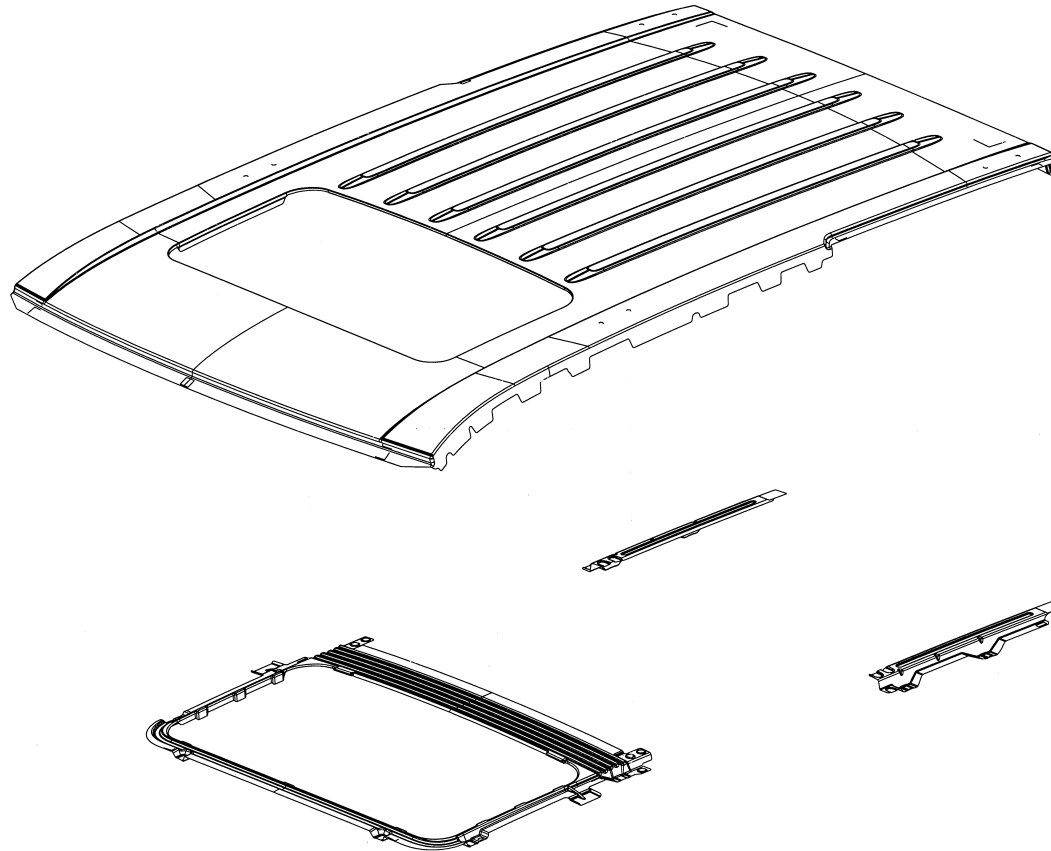
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- 47 AA TO AE 2 STRUC ADH
- 48 AA TO AN 2 STRUC ADH
- 49 AA TO AN 1 STRUC ADH



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## GRAND CHEROKEE BODY IN WHITE SECTION

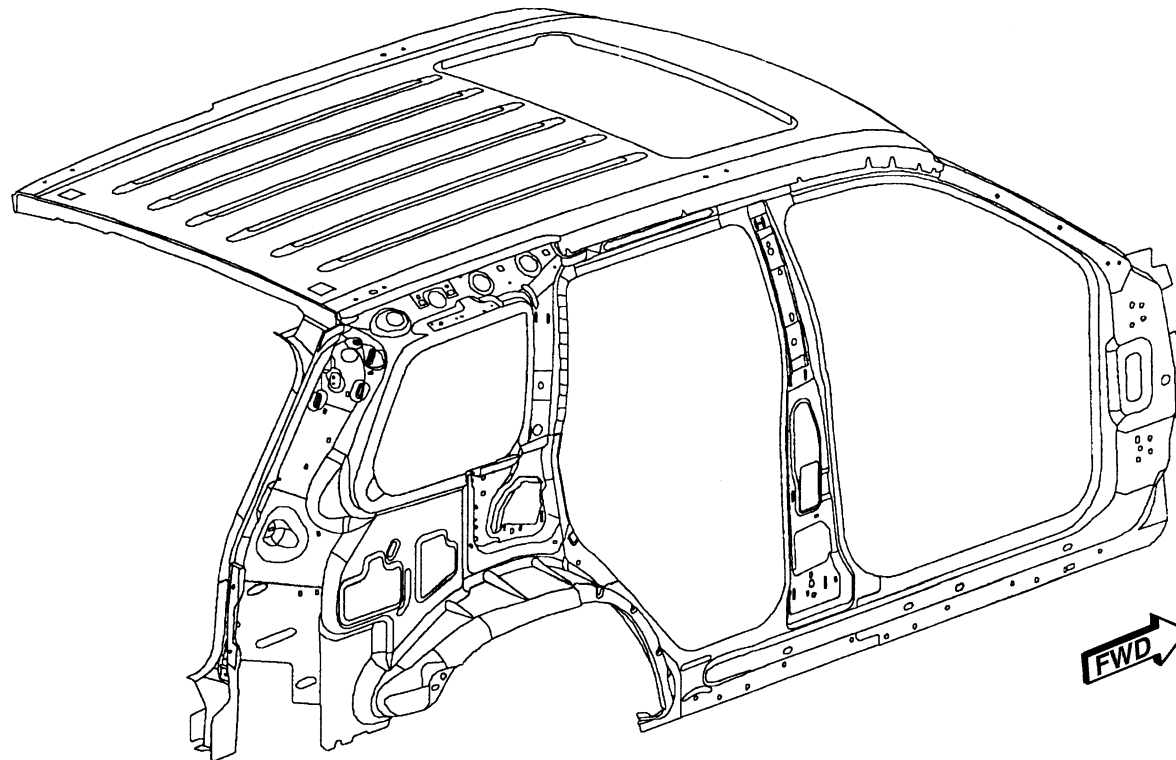


- AA TROUGH - LIFTGATE OPENING RT -
- AB REINF - LIFTGATE GAS PROP CYLINDER MOUNTING -
- AC REINF - SHOULDER BELT MTG FRT SEAT RT -
- AD NUT WELD.SQ - NIBS.NO.FIN.SQUARE -
- AE REINF - SEAT BACK MTG RT -
- AF TAPPING PLATE - SEAT BACK MTG RT -
- AG NUT/PLATE.EXTRUDED - SPECIAL.PF-SAFETY -
- AH PANEL ASSY - ROOF W/SUNROOF -
- AJ REINF - ROOF W/SUNROOF -

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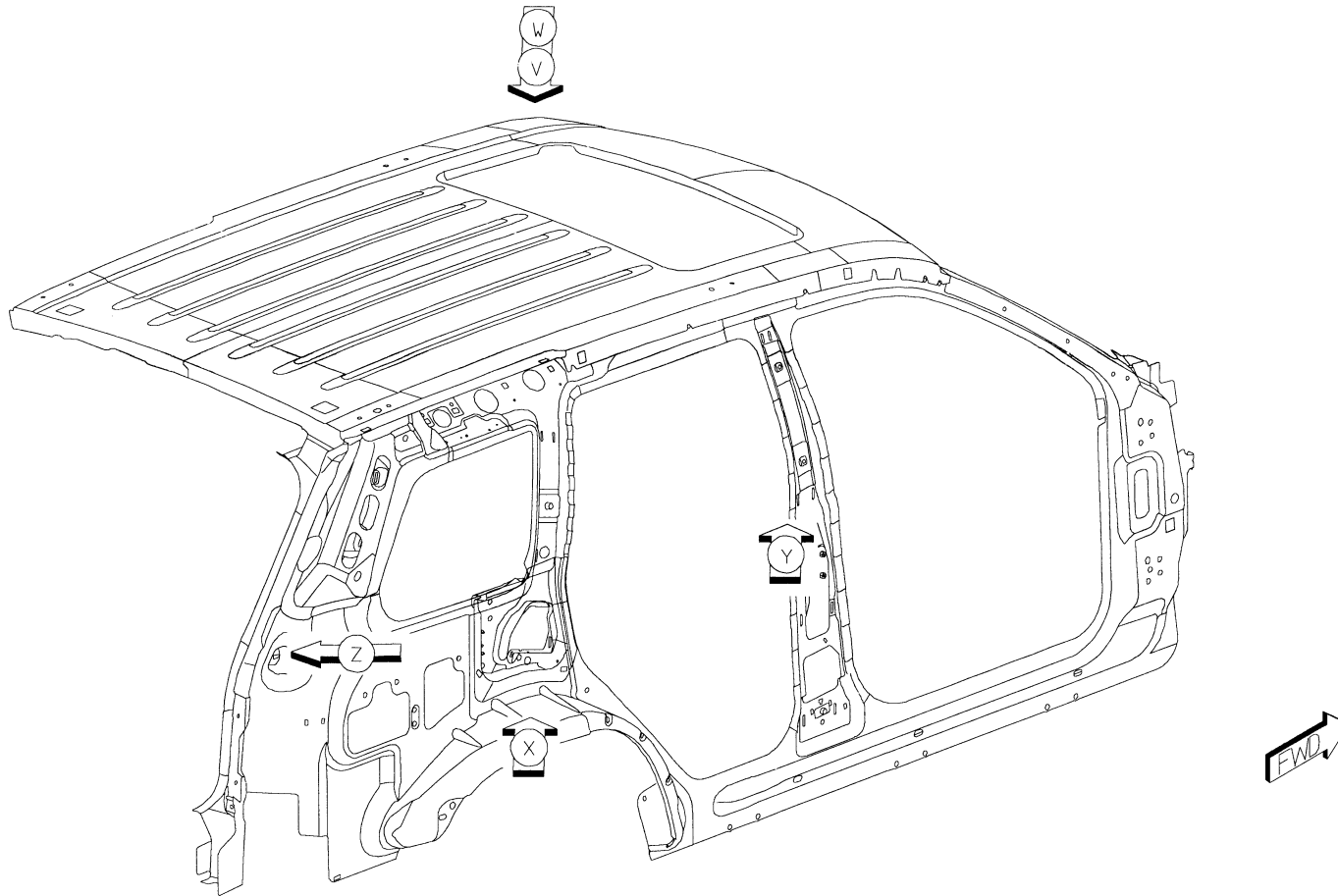
## PARTS IDENTIFICATION LEGEND, OVERVIEW 7

AA	TROUGH – LIFTGATE OPENING RT –	AD	REINF – SEAT BACK MOUNTING RT –
AB	REINF – LIFTGATE GAS PROP CYLINDER MOUNTING –	AF	TAPPING PLATE – SEAT BACK MTG RT –
AC	REINF – SHOULDER BELT MTG FRT SEAT RT –	AG	NUT/PLATE.EXTRUDED – SPECIAL.PF-SAFETY –
AD	NUT/WELD.SQ – NIBS.NO.FIN.SQUARE –	AH	PANEL ASSY – ROOF W/SUNROOF –
AE	REINF – SEAT BACK MTG RT –	AJ	REINF – ROOF W/SUNROOF –



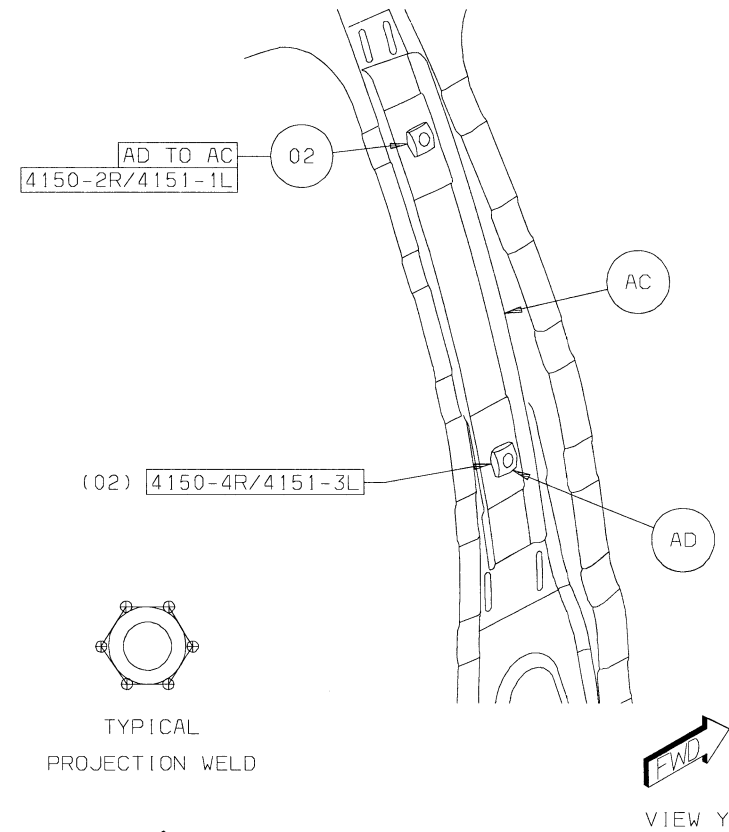
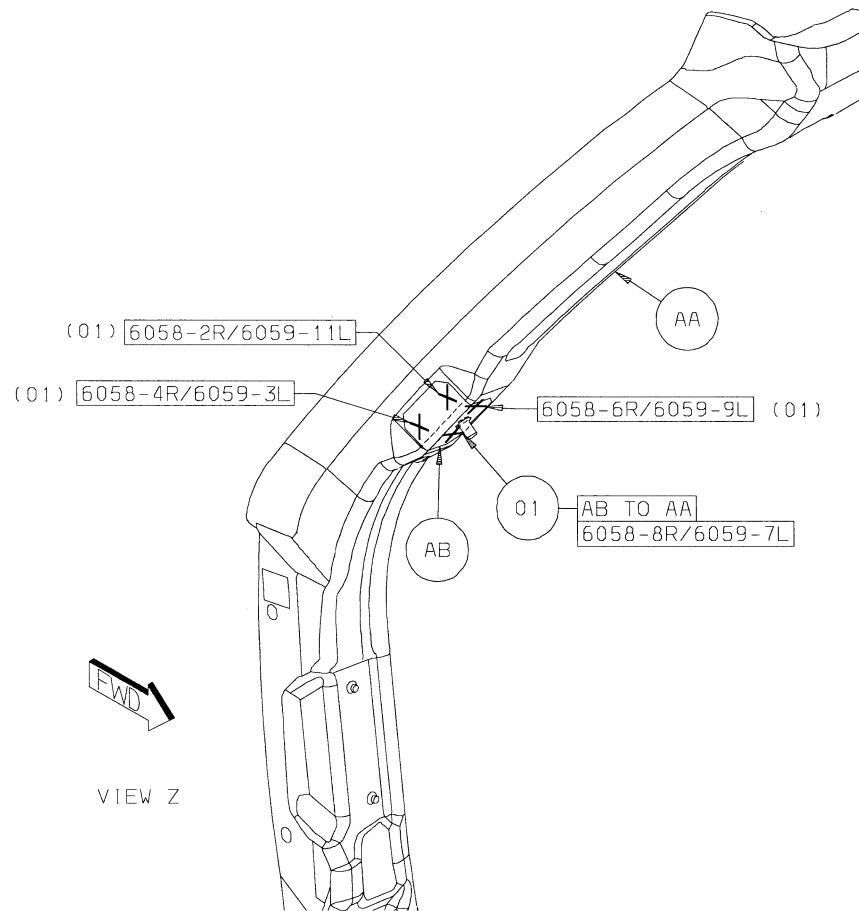
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## WELD LAYOUT LOCATION GUIDE



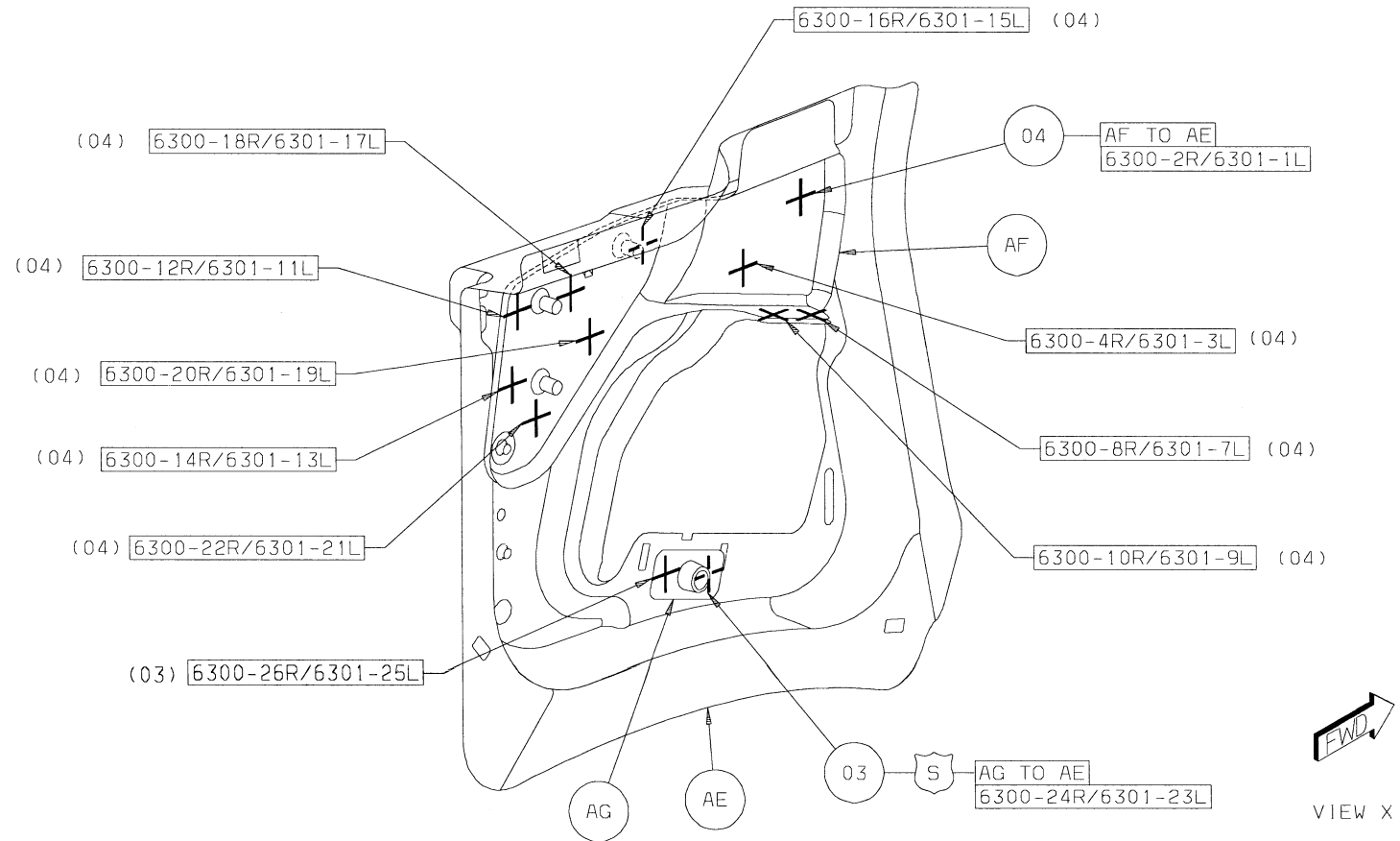
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- 1 AB TO AA 4/SD S/WELD
- 2 AD TO AC 2/SD PROJ WELD



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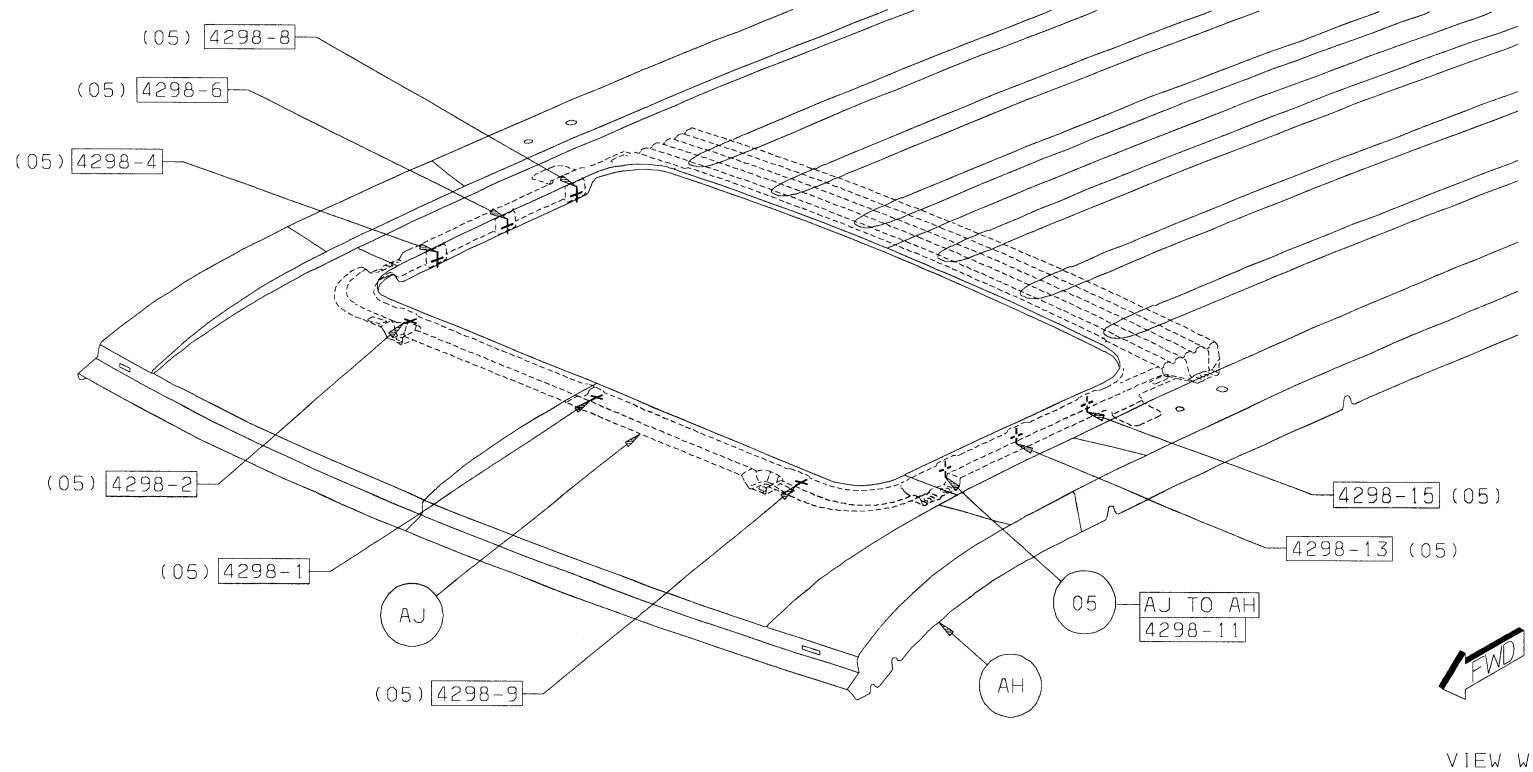
- 3 AG TO AE 2/SD S/WELD
- 4 AF TO AE 10/SD S/WELD



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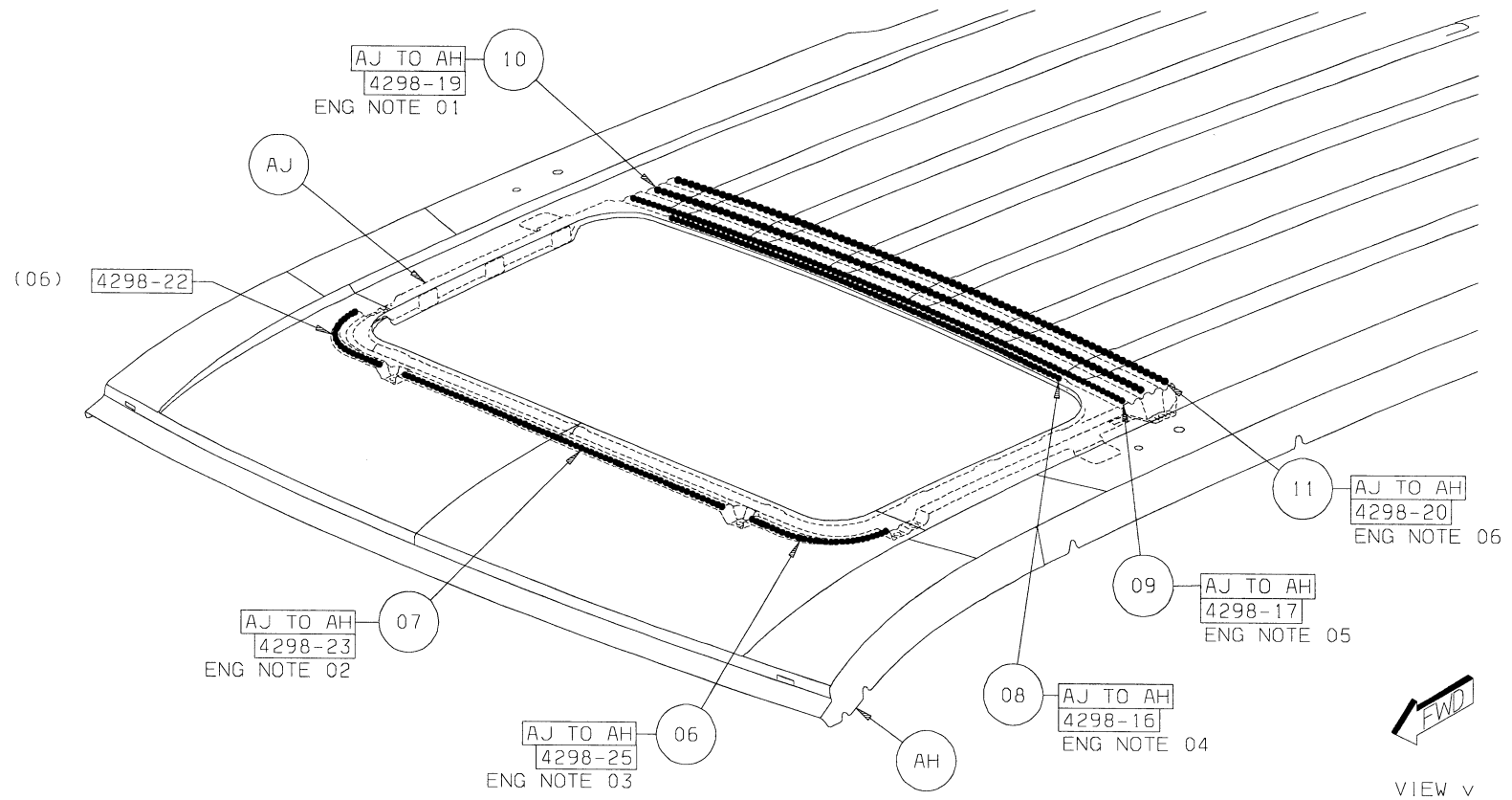


5 AJ TO AH 9 S/WELD



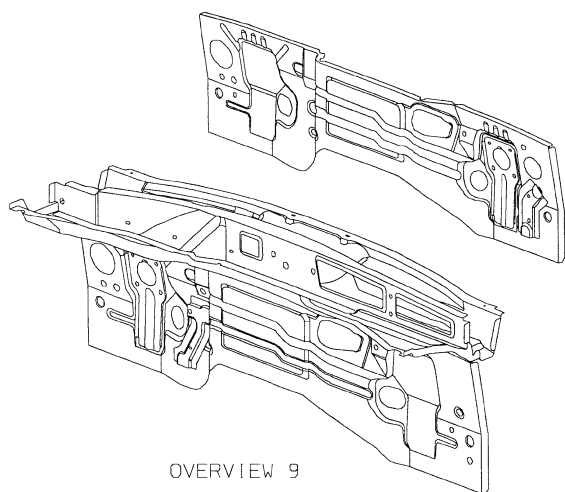
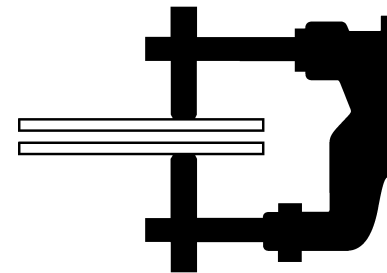
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- 6 AJ TO AH 2 STRUCT ADH
- 7 AJ TO AH 1 STRUCT ADH
- 8 AJ TO AH 1 STRUCT ADH
- 9 AJ TO AH 1 STRUCT ADH
- 10 AJ TO AH 1 STRUCT ADH
- 11 AJ TO AH 1 STRUCT ADH

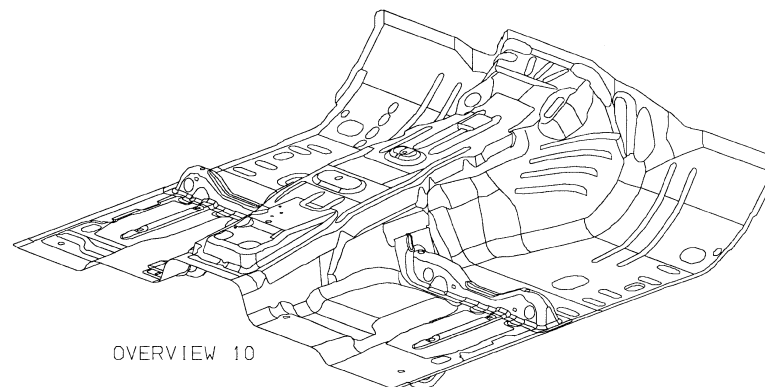


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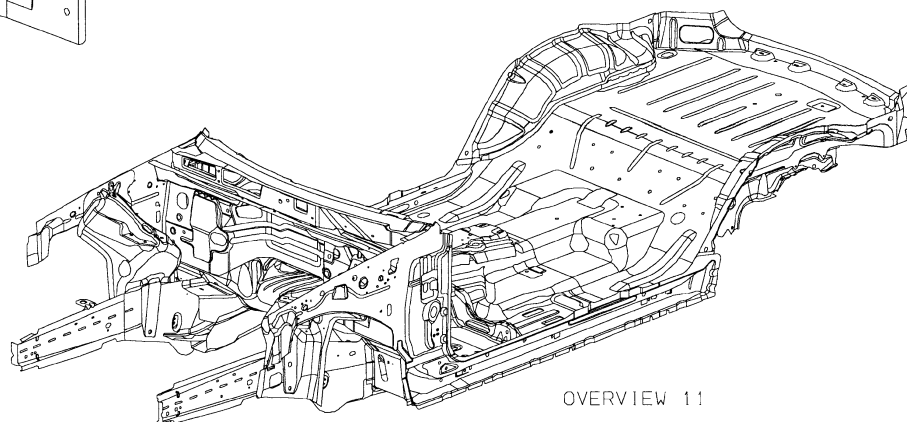
## WELD LOCATION OVERVIEW ZONES



OVERVIEW 9



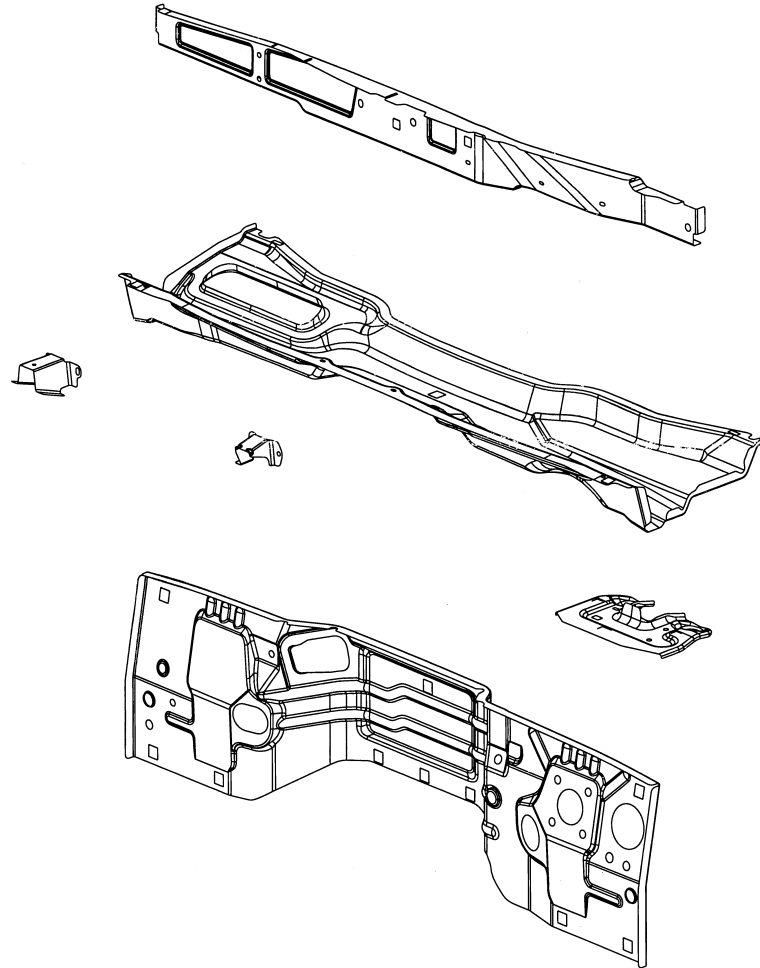
OVERVIEW 10



OVERVIEW 11

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## GRAND CHEROKEE DASH/PLENUM SECTION



AA PANEL – DASH –  
 AB REINF – BRAKE MASTER CYLINDER –  
 AC REINF – ACCELERATOR PEDAL –  
 AD 55396190 – PANEL-DASH (RHD)  
 AE 55396192 – REINF-ACCELERATOR PEDAL (RHD)  
 AF STUD.WELD/EXTERNAL – SPECIAL –

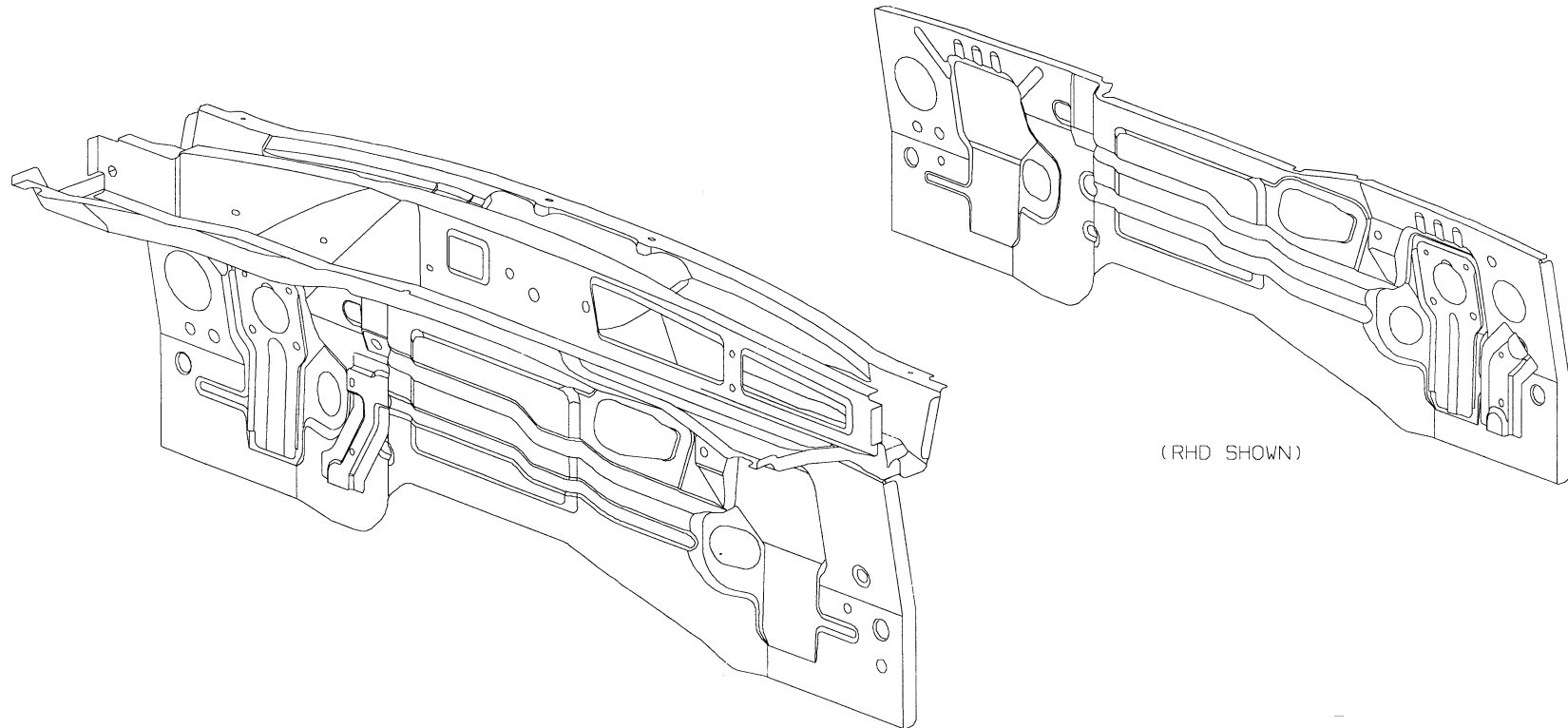
AG PANEL – PLENUM LWR –  
 AH PANEL – PLENUM BAFFLE –  
 AJ BRACKET – PLENUM TO CROSS CAR BEAM –  
 AK BRACKET – WIPER MTG I/B –  
 AL BRACKET – WIPER HTG O/B –

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## PARTS IDENTIFICATION LEGEND, OVERVIEW 9

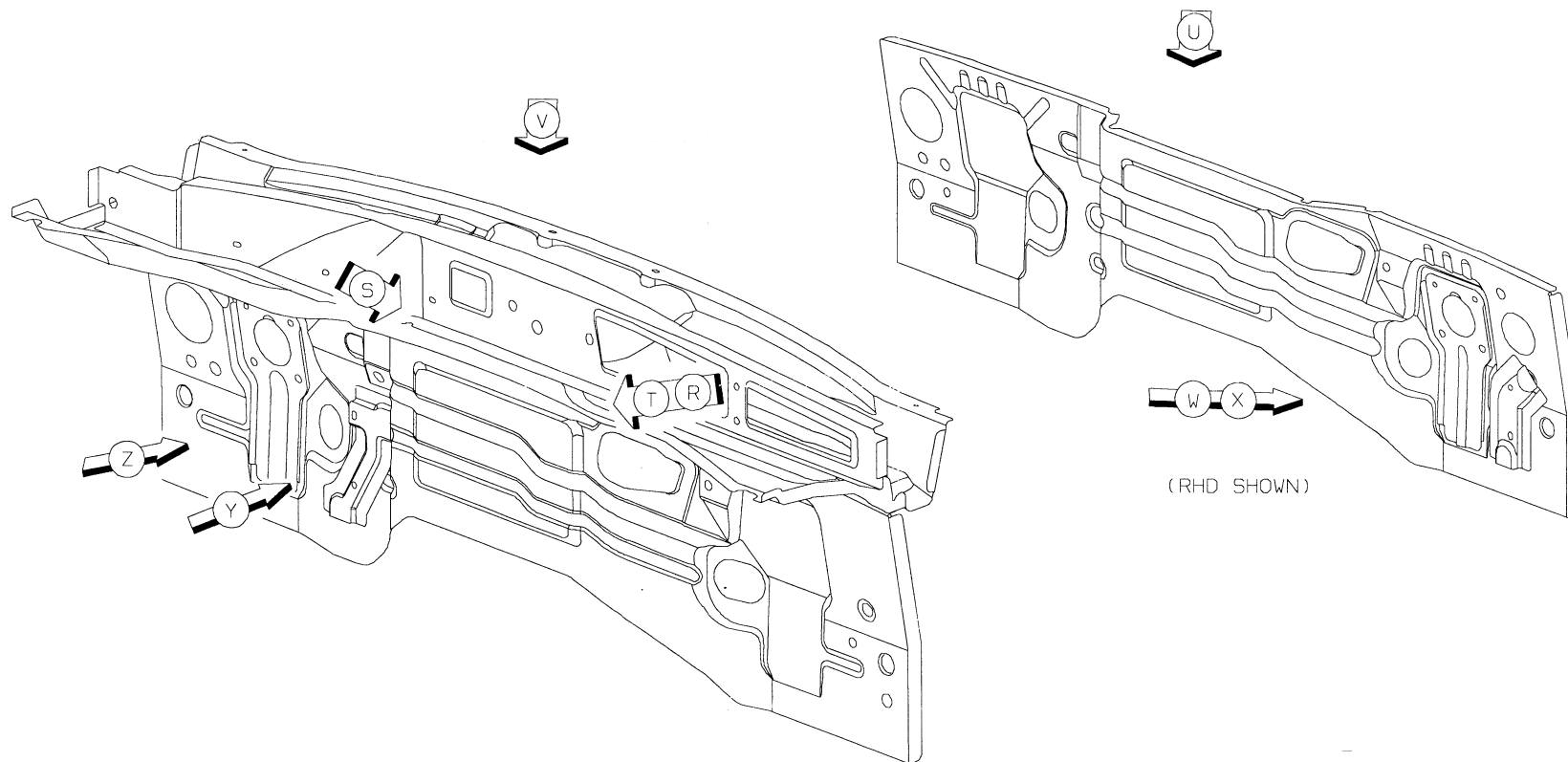
AA PANEL – DASH –  
AB REINF – BRAKE MASTER CYLINDER –  
AC REINF – ACCELERATOR PEDAL –  
AD 55396190 – PANEL-DASH (RHD)  
AE 55396192 – REINF-ACCELERATOR PEDAL (RHD)  
AF STUD.WELD/EXTERNAL – SPECIAL –

AG PANEL – PLENUM LWR –  
AH PANEL – PLENUM BAFFLE –  
AJ BRACKET – PLENUM TO CROSS CAR BEAM –  
AK BRACKET – WIPER MTG I/B –  
AL BRACKET – WIPER HTG O/B –



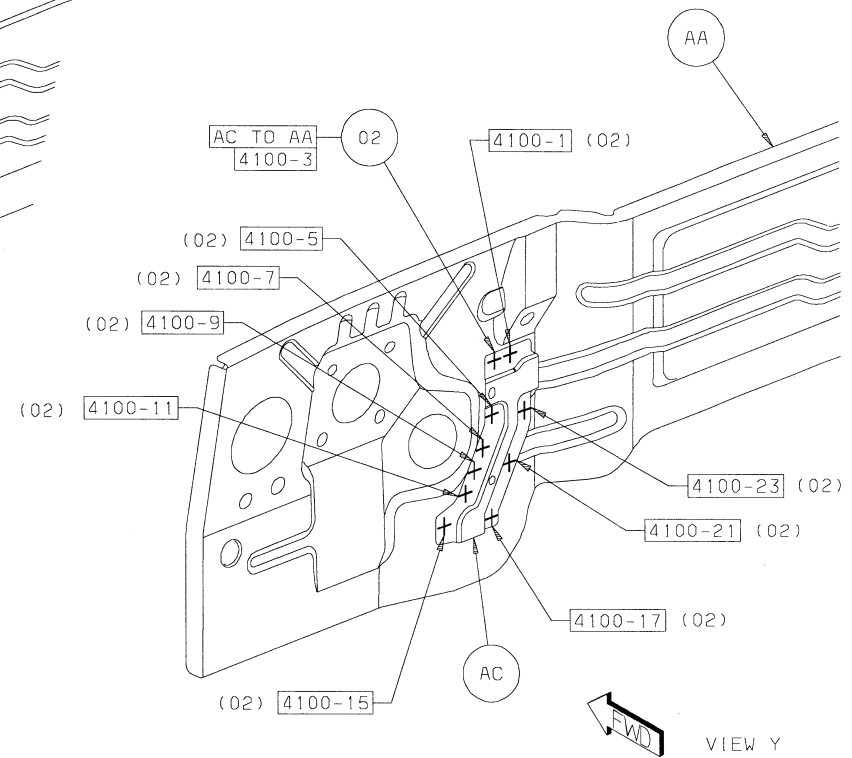
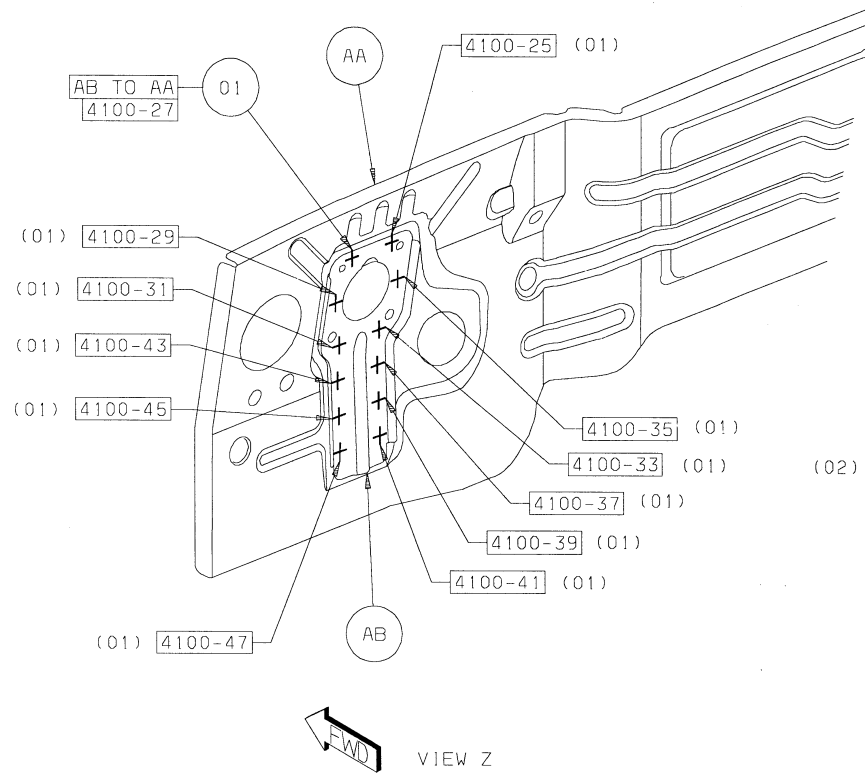
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## WELD LAYOUT LOCATION GUIDE



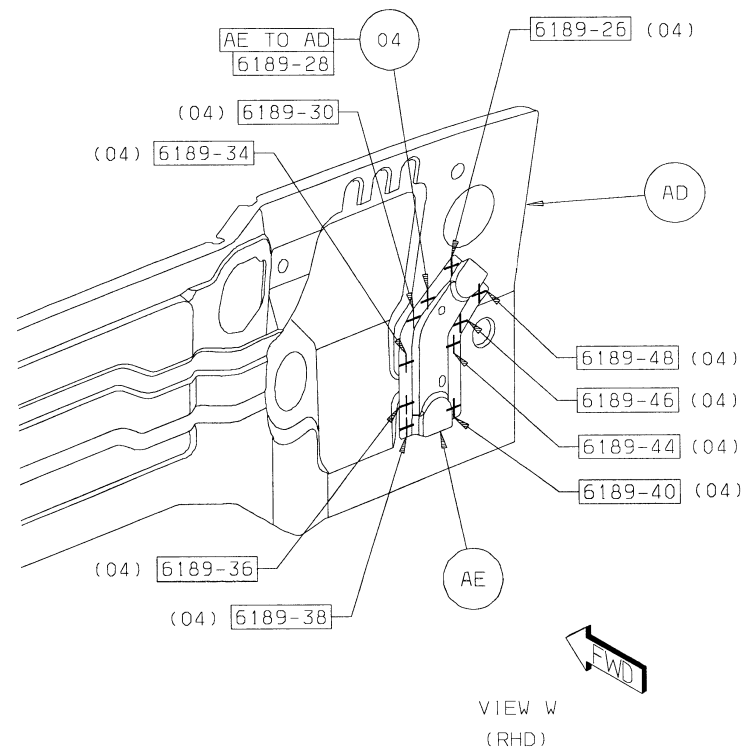
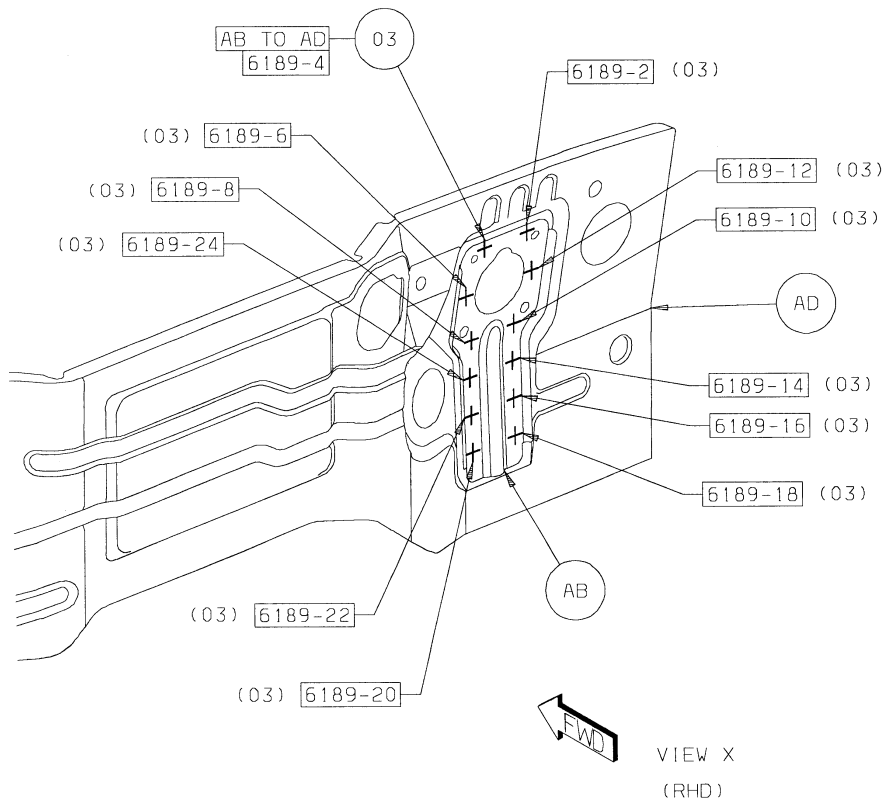
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- 1 AB TO AA 12 S/WELD
- 2 AC TO AA 10 S/WELD



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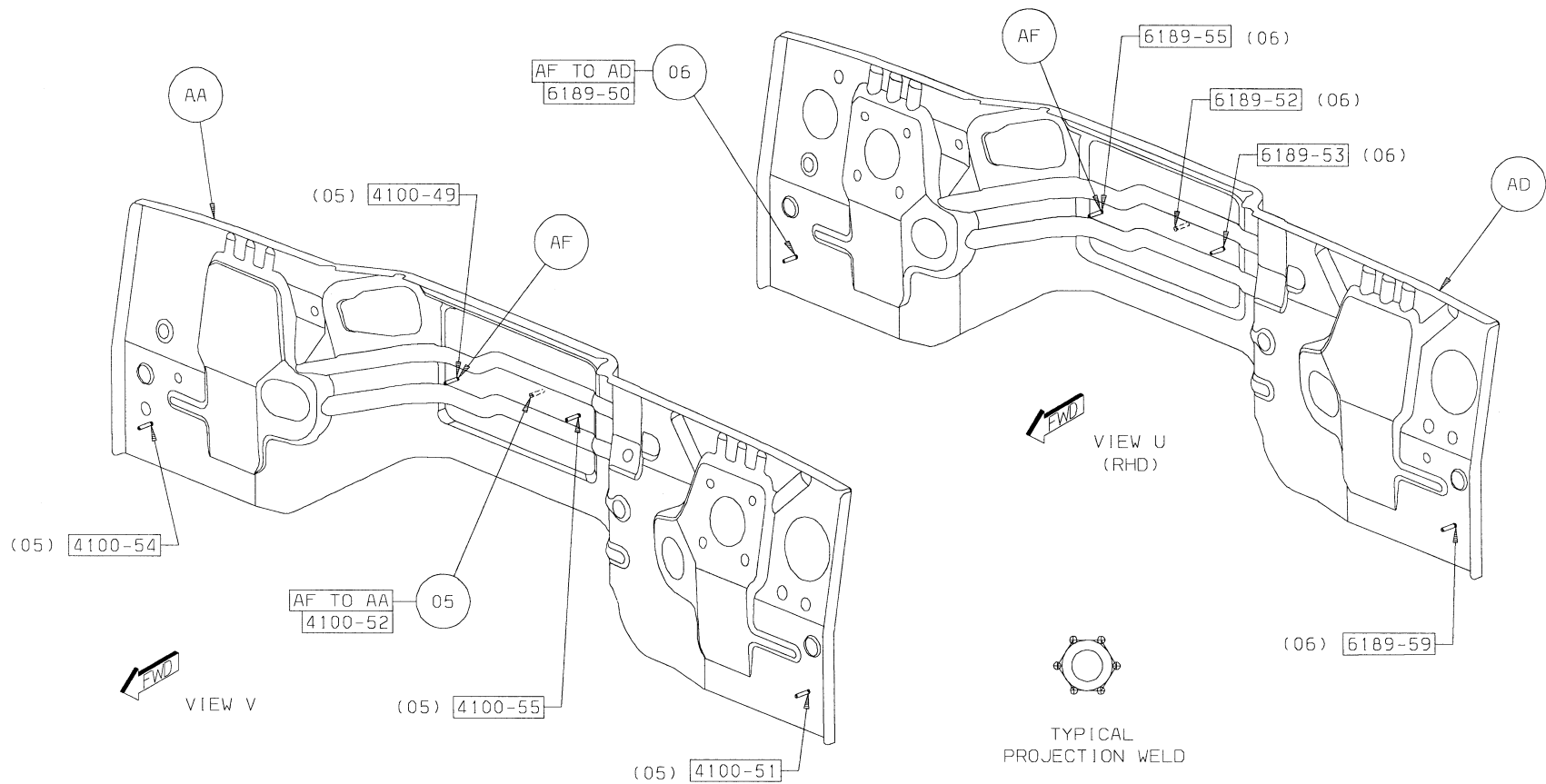
- 3 AB TO AD 12 S/WELD
- 4 AE TO AD 10 S/WELD



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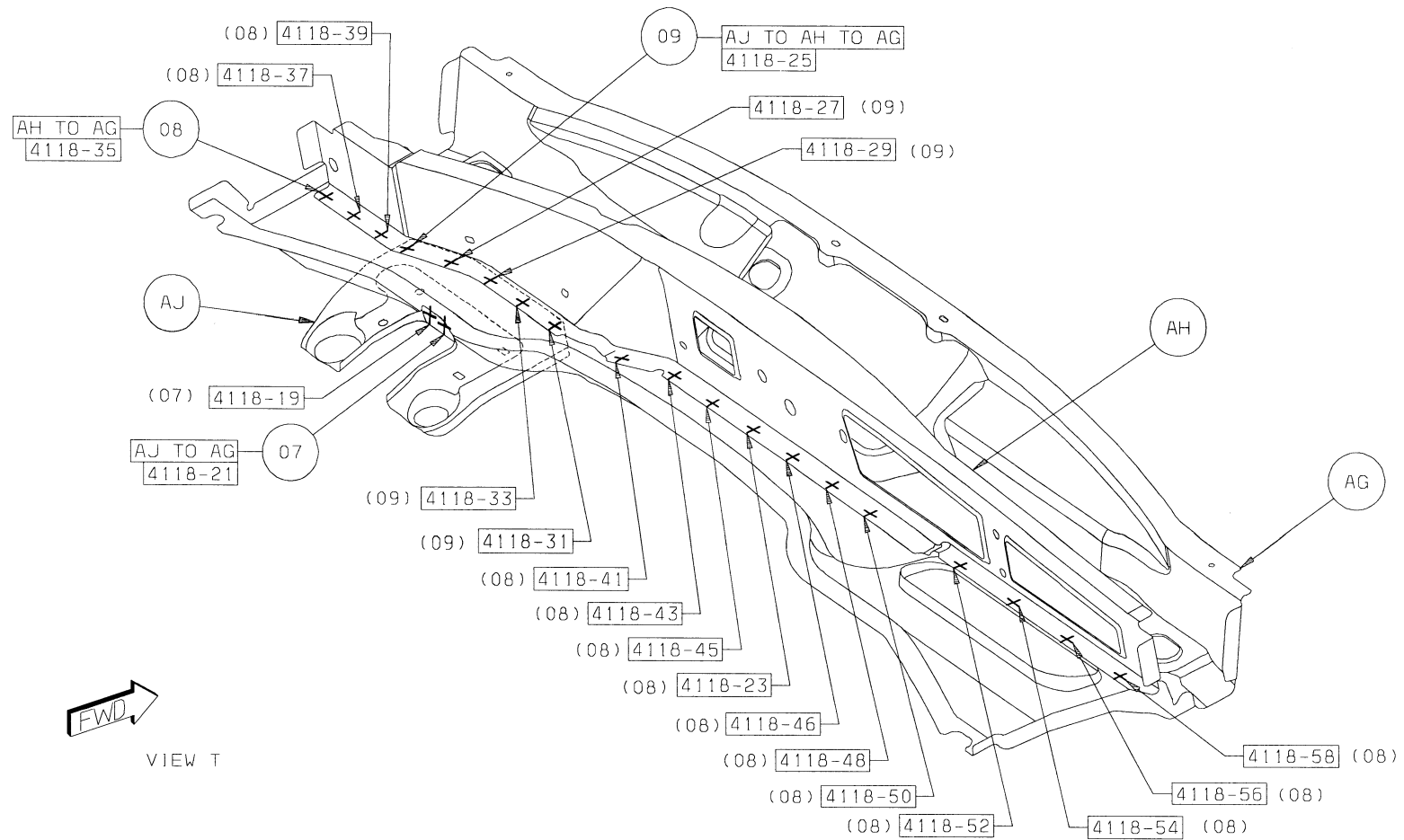


- 5 AF TO AA 5 PROJ WELD
- 6 AF TO AD 5 PROJ WELD



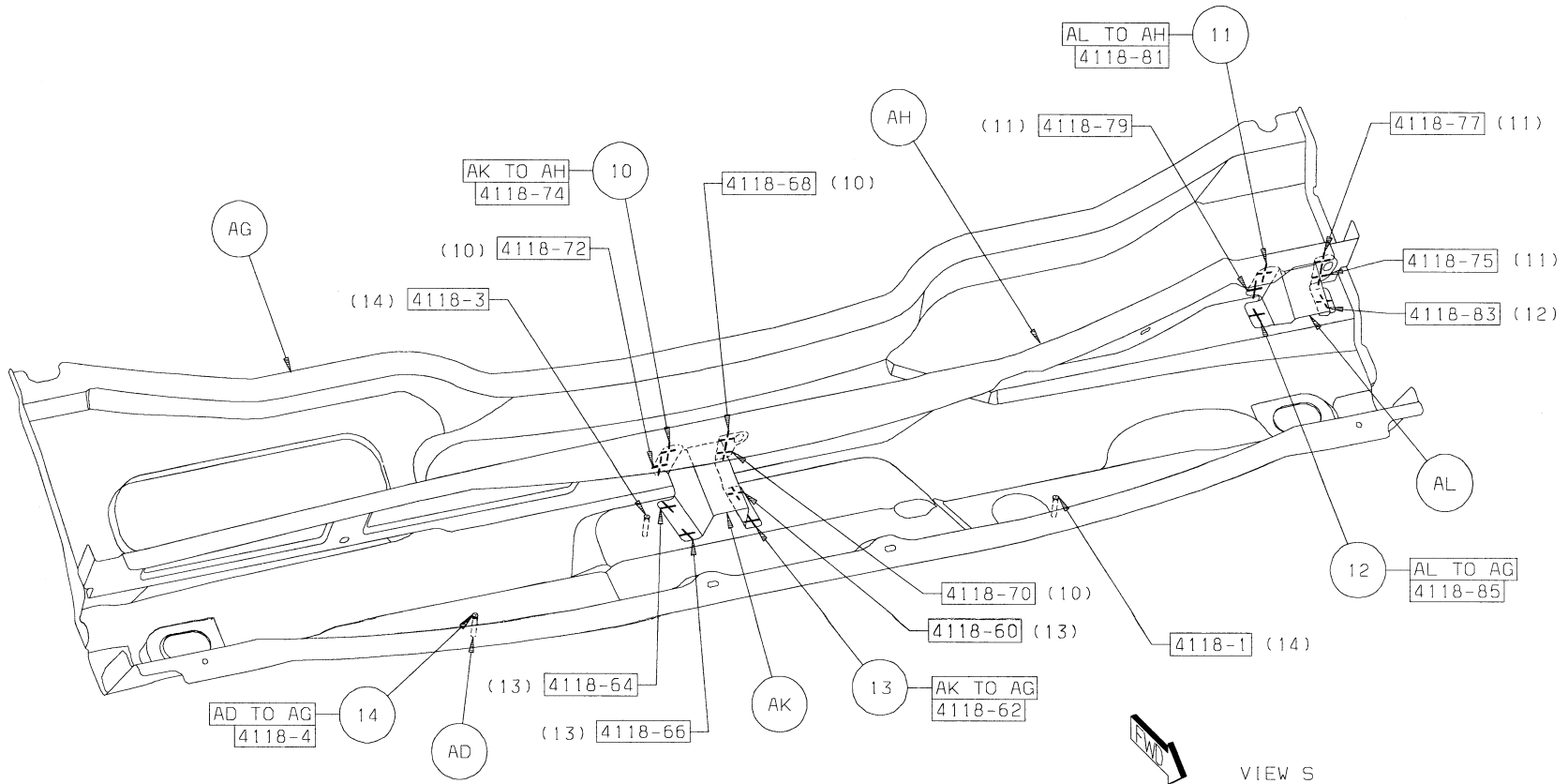
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- 7 AJ TO AG 2 S/WELD
- 8 AH TO AG 14 S/WELD
- 9 AJ TO AH TO AG 5 S/WELD



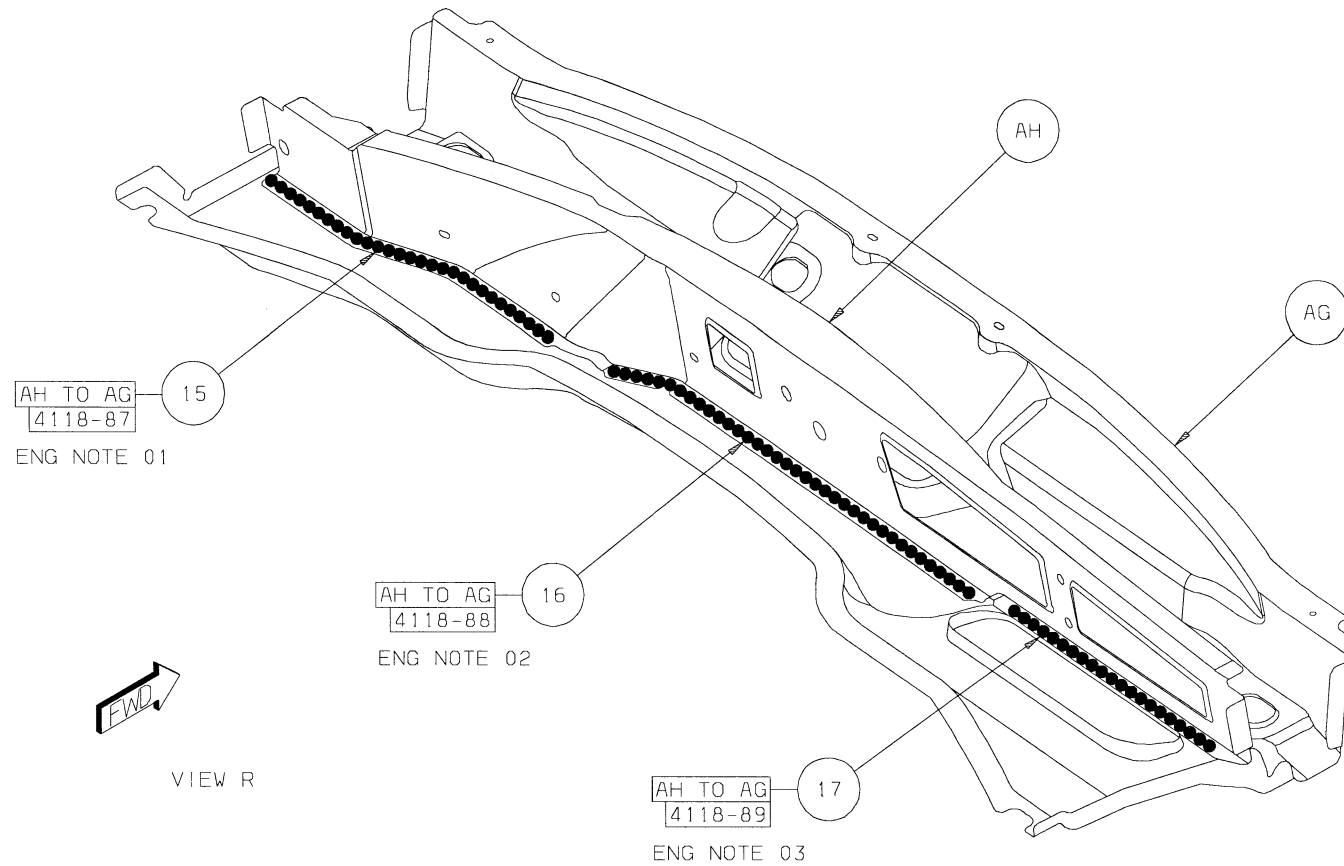
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- 10 AK TO AH 4 S/WELD
- 11 AL TO AH 4 S/WELD
- 12 AL TO AG 2 S/WELD
- 13 AK TO AG 4 S/WELD
- 14 AD TO AG 3 PROJ WELD

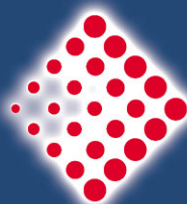


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- 15 AH TO AG 1 STRUCT ADH
- 16 AH TO AG 1 STRUCT ADH
- 17 AH TO AG 1 STRUCT ADH



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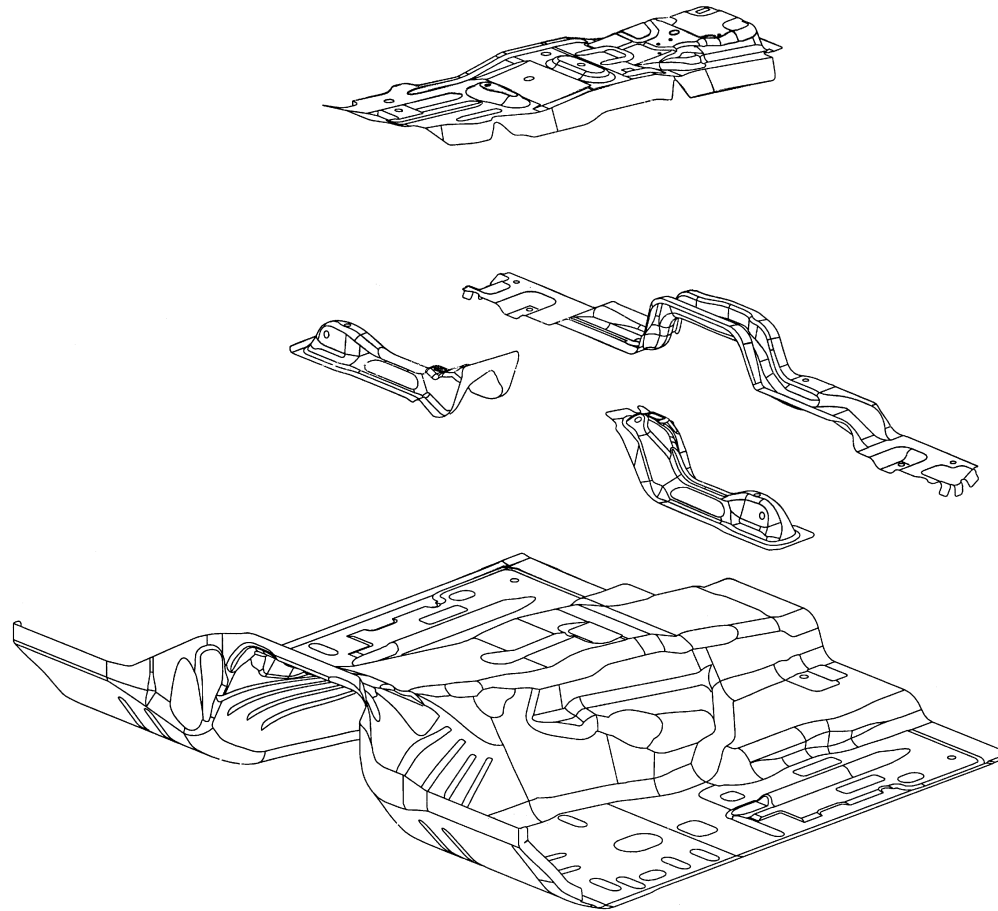
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The Chemical Company

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## GRAND CHEROKEE FRONT FLOOR SECTION



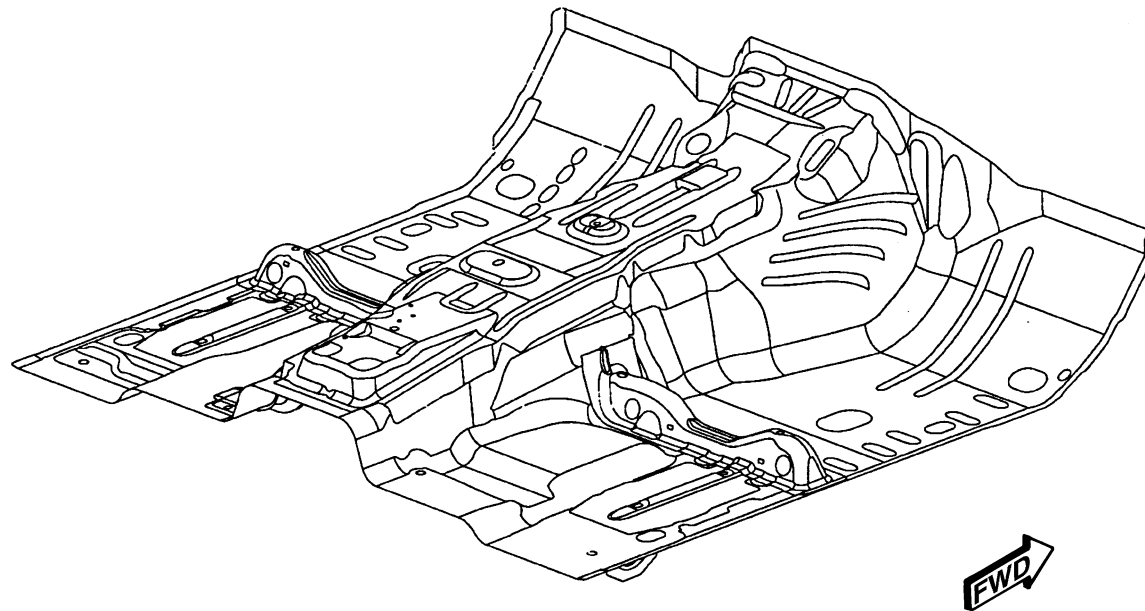
AA PAN – FLOOR FRT –  
 AB REINF – TUNNEL –  
 AC REINF – FRT SEAT RR MOUNTING –  
 AD REINF – FRT SEAT FRT MOUNTING RT –  
 AD REINF – FRT SEAT FRT MOUNTING LT –  
 AE REINF – MID FLOOR COMPRESSION PLATE –  
 AF REINF – FRT SEAT RR SUPPORT LT –

AG NUT/WELD.HEX – NO.FIN.THICK –  
 AH NUT/WELD.RD – ROUND.SPECIAL – SEAT TO C/MEMBR  
 AJ NUT/PIERCE – NO.FIN.STRIP.UNTHREADED – GROUND  
 AJ NUT/PIERCE – NO.FIN.STRIP.UNTHREADED –  
 AK STUD/1.END.SPEC – NO.FIN.PILOT.PT.SPECIAL –  
 AL STUD/1.END.SPEC – PILOT.PT.SPECIAL – I/P  
 AM STUD.WELD/EXTERNAL – SPECIAL –

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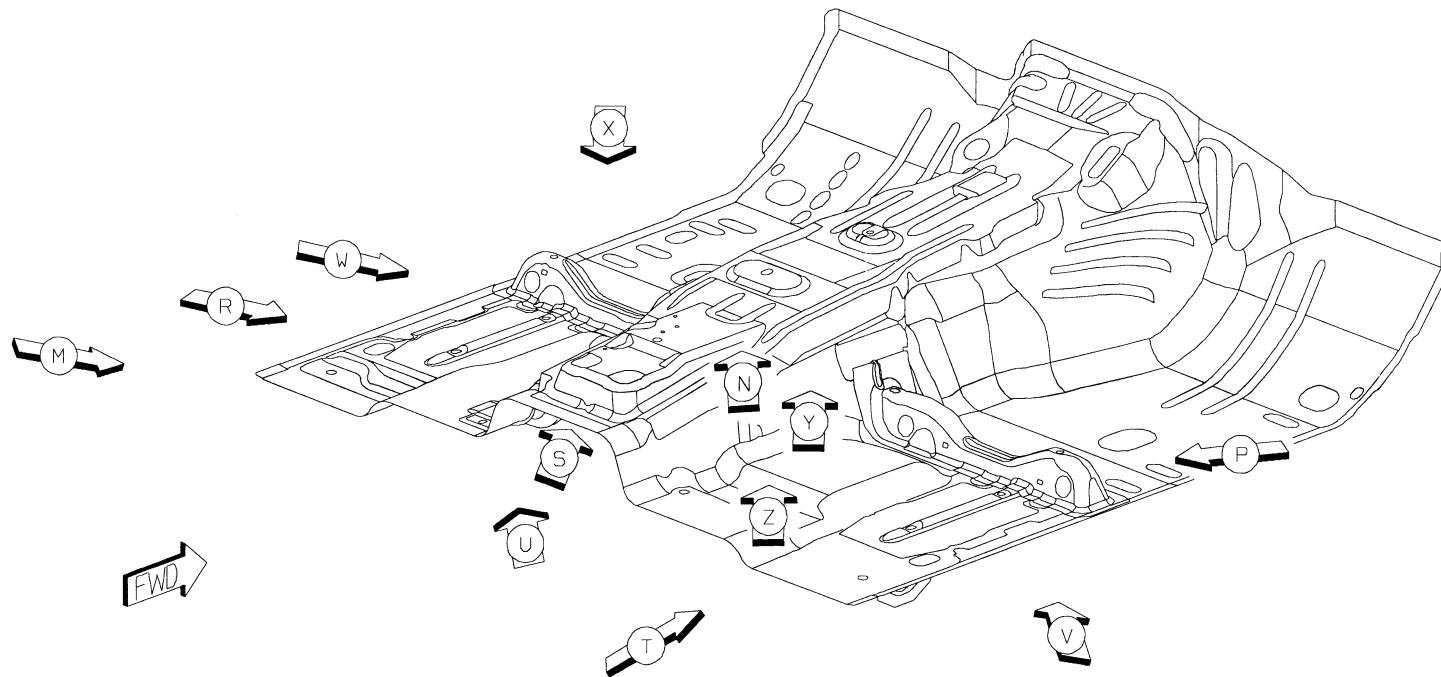
## PARTS IDENTIFICATION LEGEND, OVERVIEW 10

AA	PAN – FLOOR FRT –	AG	NUT/WELD.HEX – NO.FIN.THICK –
AB	REINF – TUNNEL –	AH	NUT/WELD.RD – ROUND.SPECIAL – SEAT TO C/MEMBR
AC	REINF – FRT SEAT RR MOUNTING –	AJ	NUT/PIERCE – NO.FIN.STRIP.UNTHREADED – GROUND
AD	REINF – FRT SEAT FRT MOUNTING RT –	AJ	NUT/PIERCE – NO.FIN.STRIP.UNTHREADED –
AD	REINF – FRT SEAT FRT MOUNTING LT–	AK	STUD/1.END.SPEC – NO.FIN.PILOT.PT.SPECIAL –
AE	REINF – MID FLOOR COMPRESSION PLATE –	AL	STUD/1.END.SPEC – PILOT.PT.SPECIAL – I/P
AF	REINF – FRT SEAT RR SUPPORT LT –	AM	STUD.WELD/EXTERNAL – SPECIAL –



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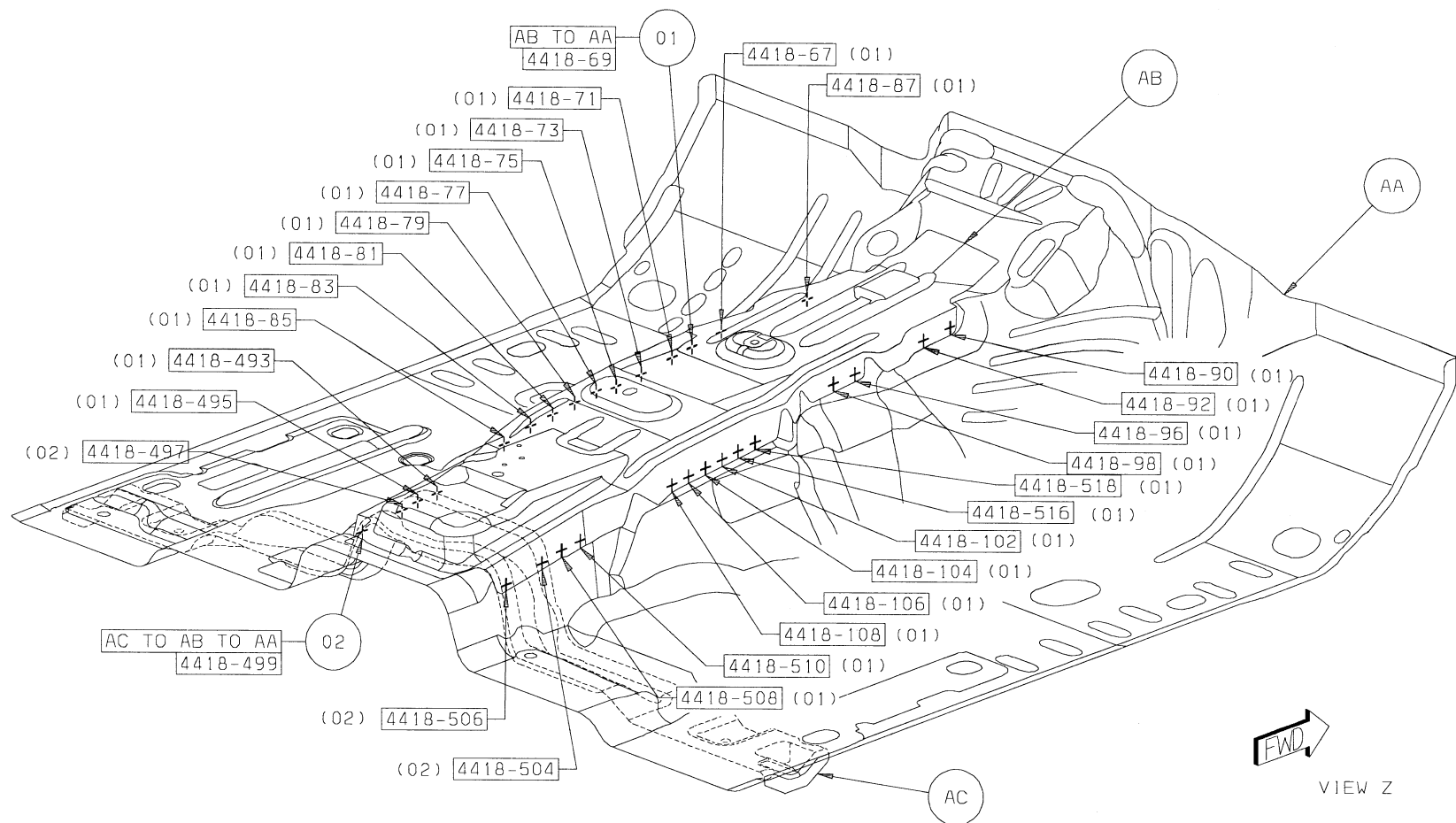
## WELD LAYOUT LOCATION GUIDE



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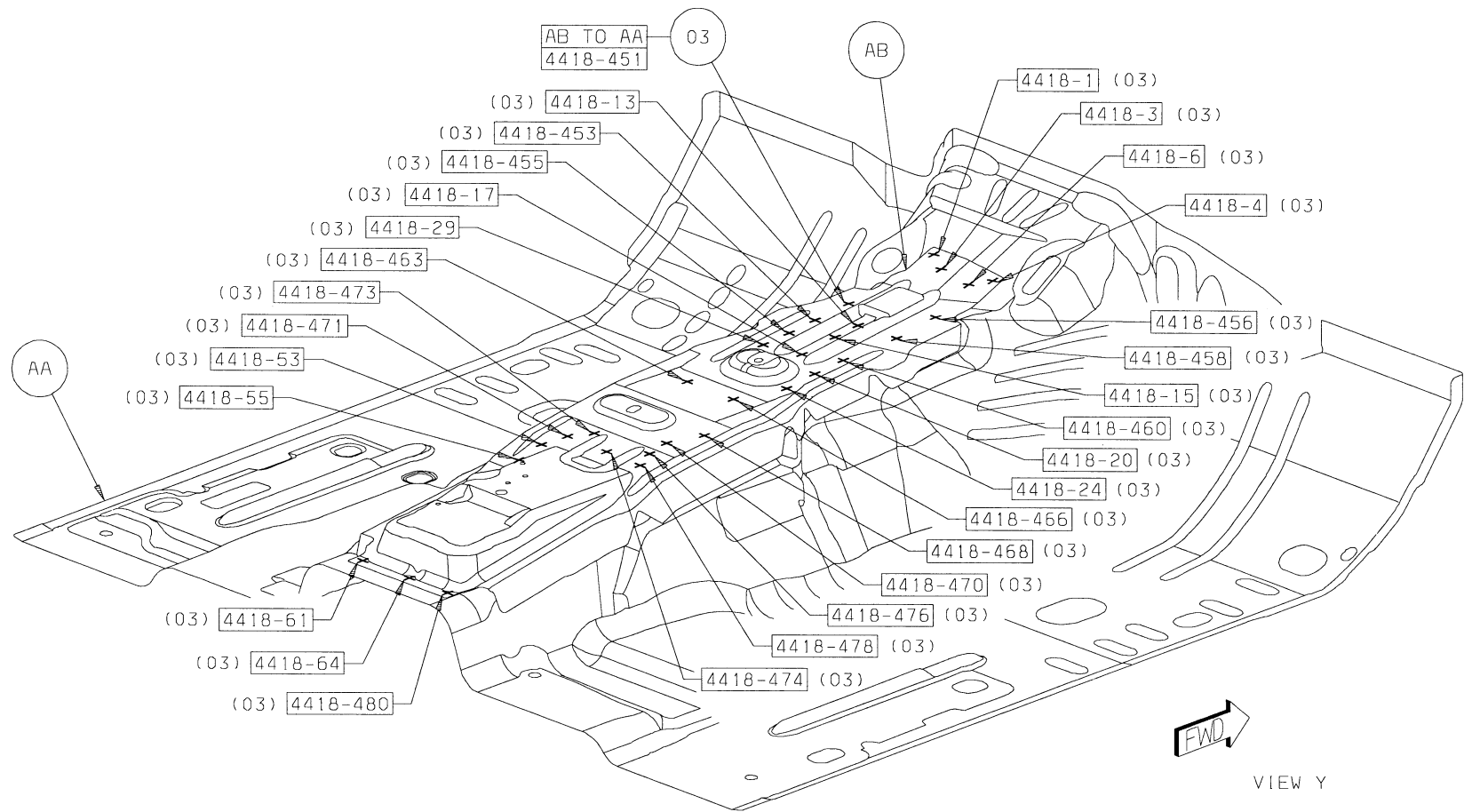


- 1 AB TO AA 23 S/WELD
- 2 AC TO AB TO AA 4 S/WELD



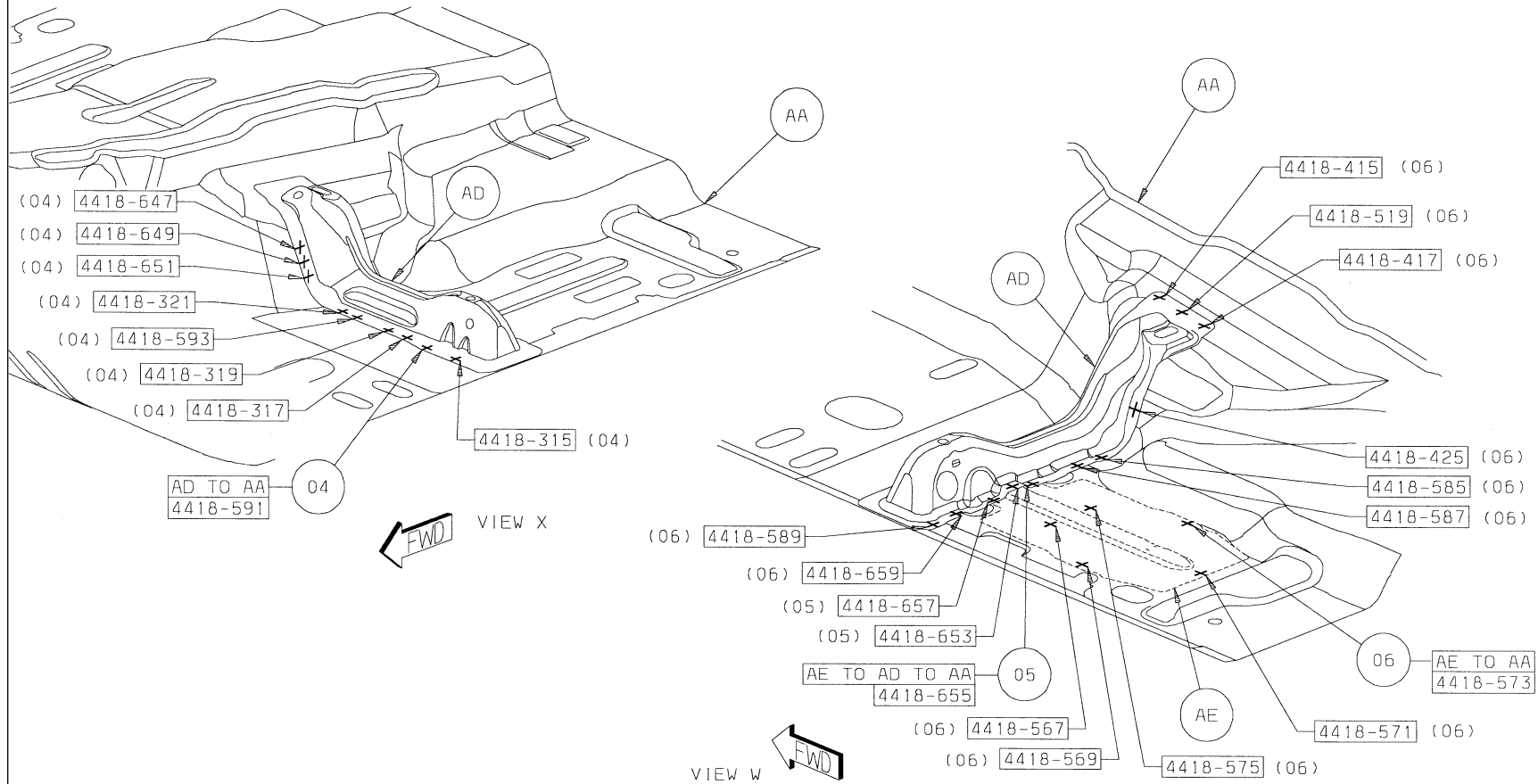
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### 3 AB TO AA 30 S/WELD



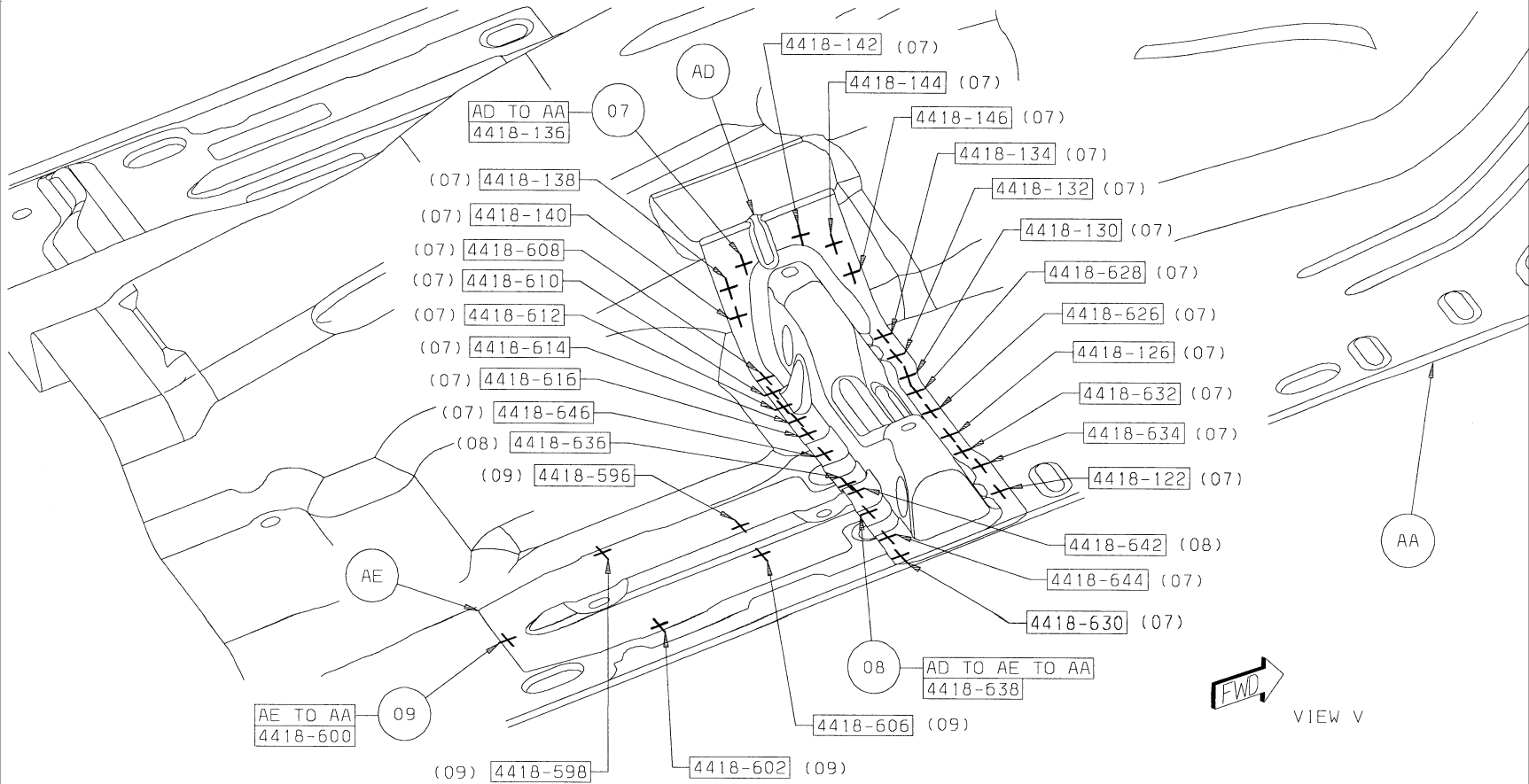
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- 4 AD TO AA 9 S/WELD
- 5 AE TO AD TO AA 3 S/WELD
- 6 AE TO AA 13 S/WELD



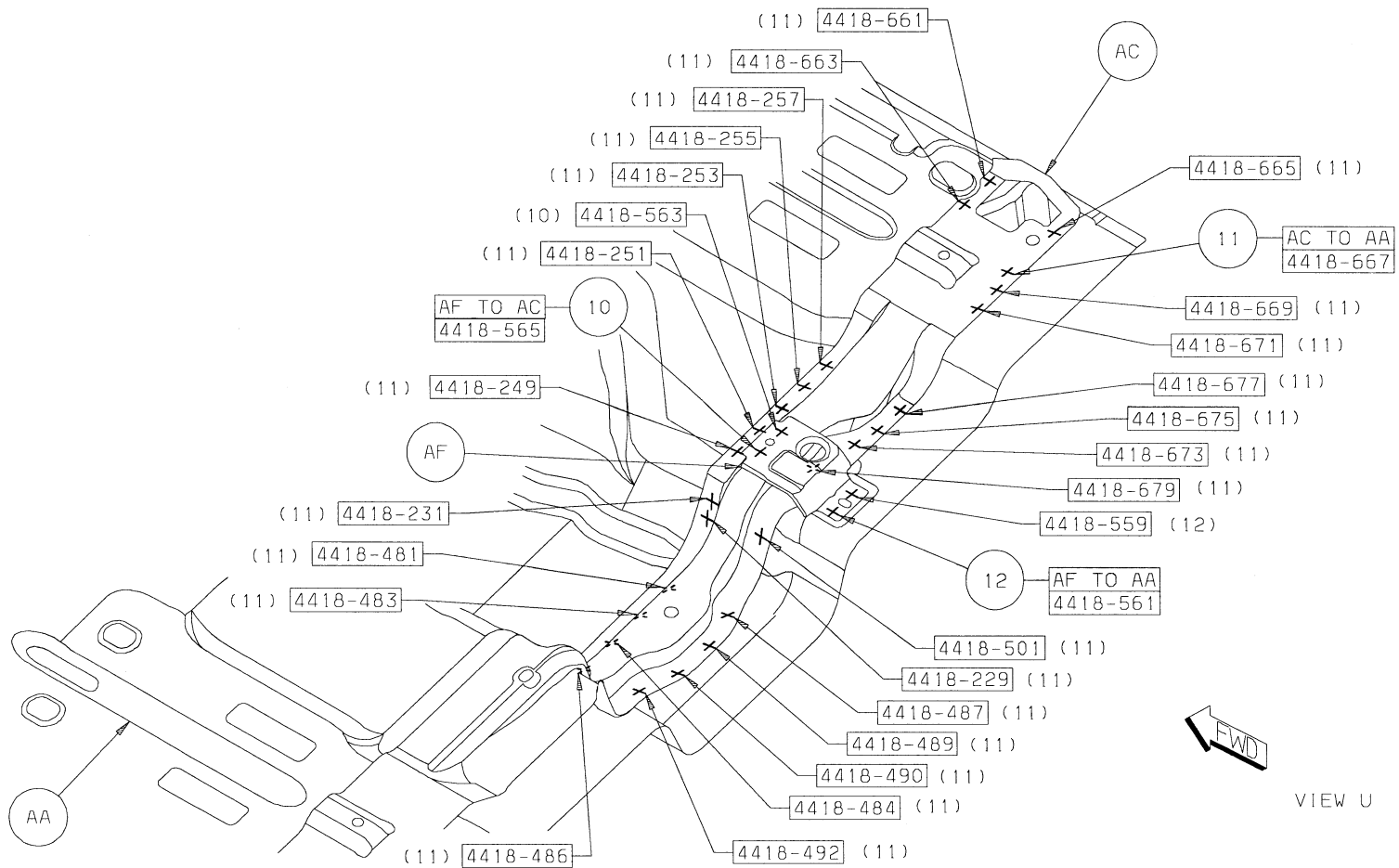
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- 7 AD TO AA 23 S/WELD
- 8 AD TO AE TO AA 3 S/WELD
- 9 AE TO AA 5 S/WELD



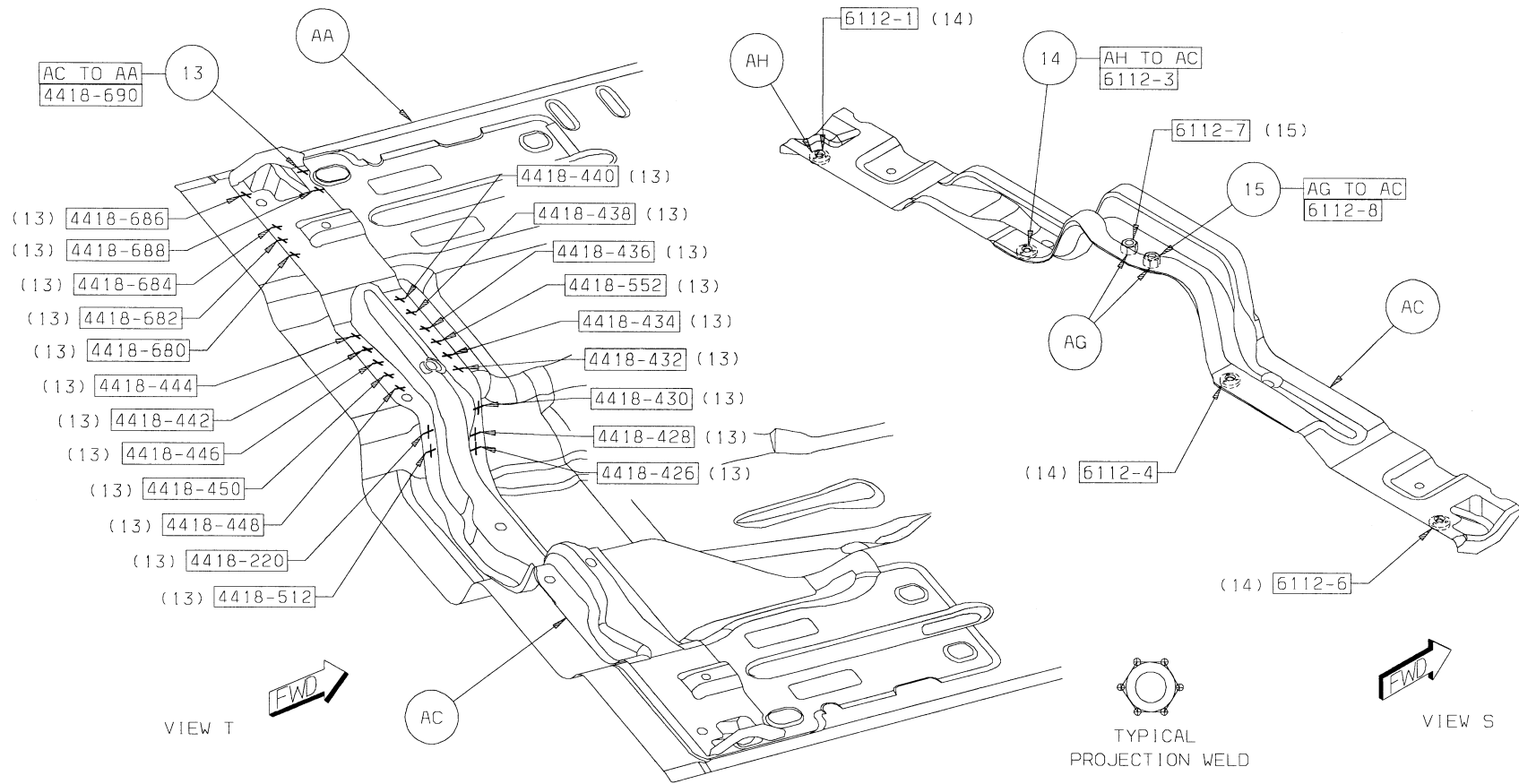
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- 10 AF TO AC 2 S/WELD
- 11 AC TO AA 26 S/WELD
- 12 AF TO AA 2 S/WELD



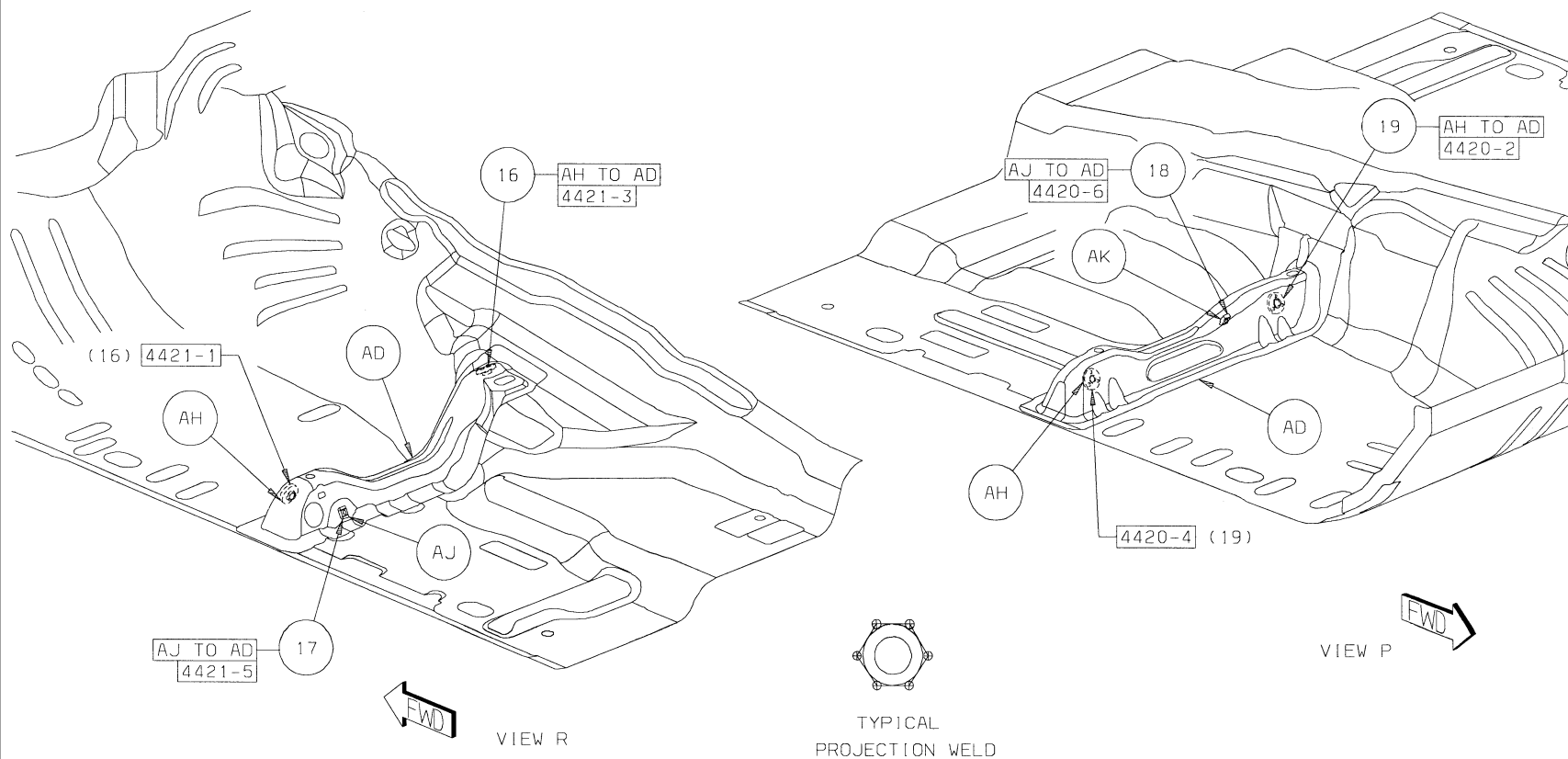
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- 13 AC TO AA 22 S/WELD  
 14 AH TO AC 4 PROJ WELD  
 15 AG TO AC 2 PROJ WELD



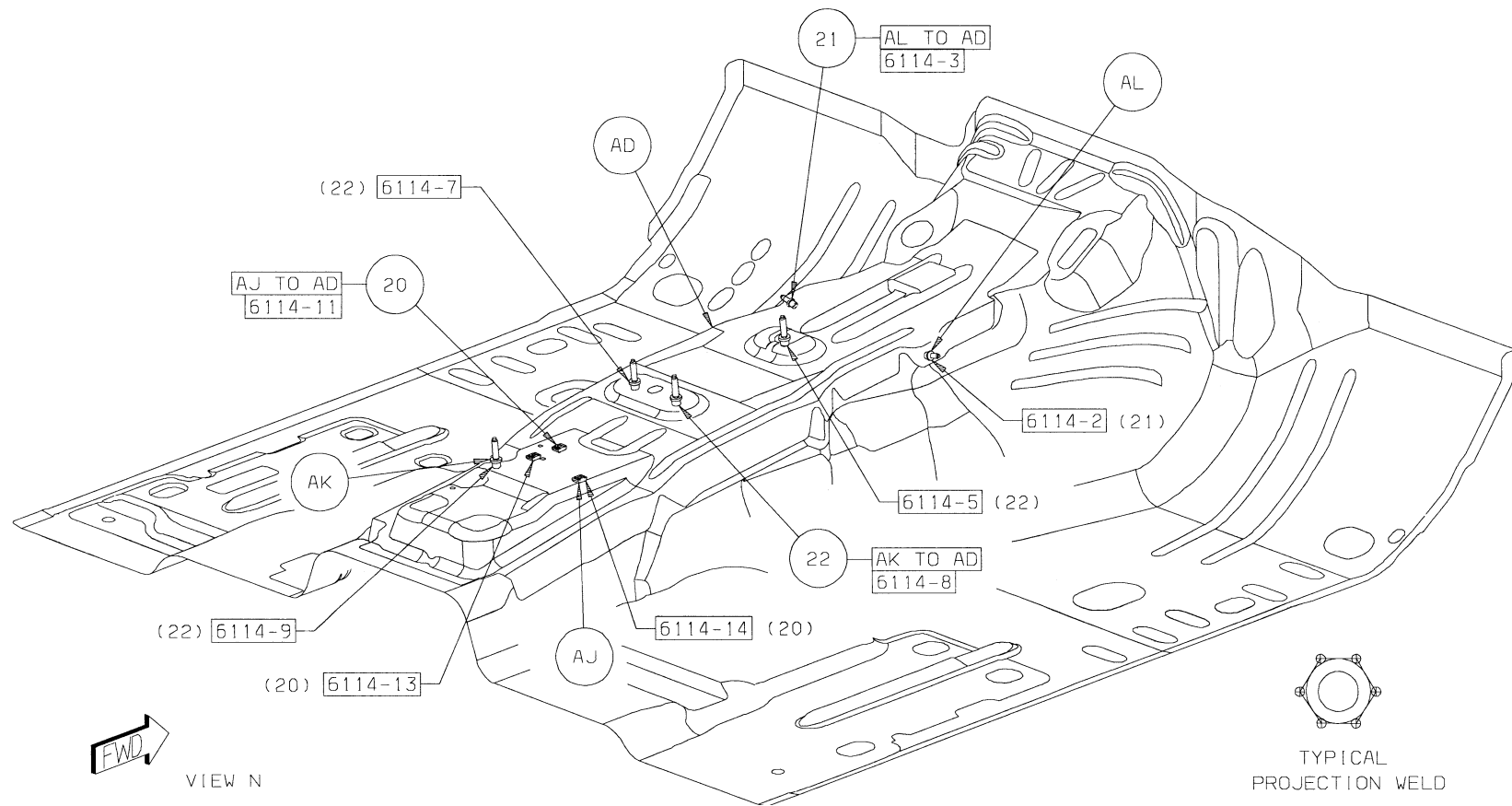
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- 16 AH TO AD 2 PROJ WELD
- 17 AJ TO AD 1 PROJ WELD
- 18 AJ TO AD 1 PROJ WELD
- 19 AH TO AD 2 PROJ WELD



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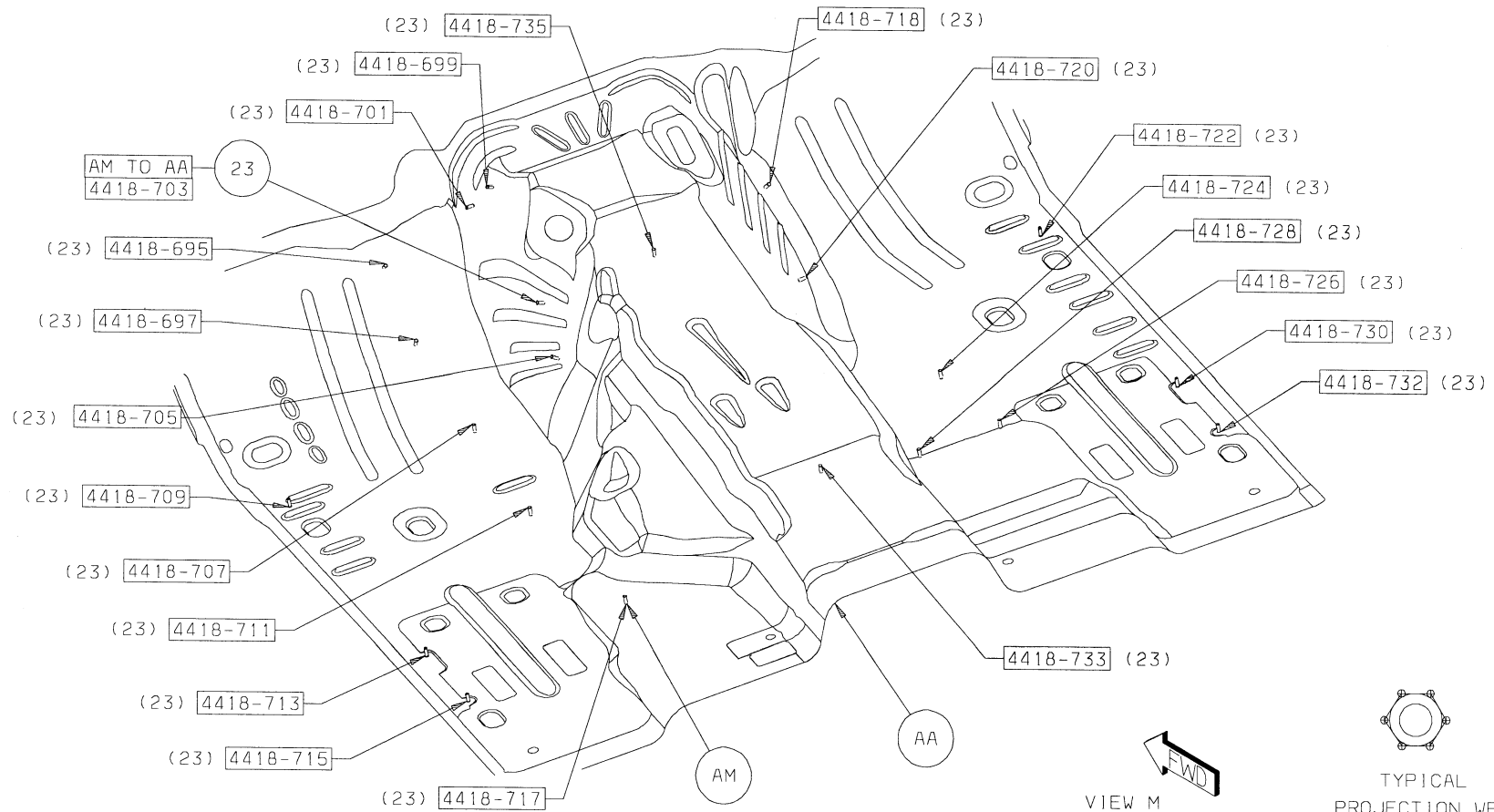
- 20 AJ TO AD 3 PROJ WELD
- 21 AL TO AD 2 PROJ WELD
- 22 AK TO AD 4 PROJ WELD



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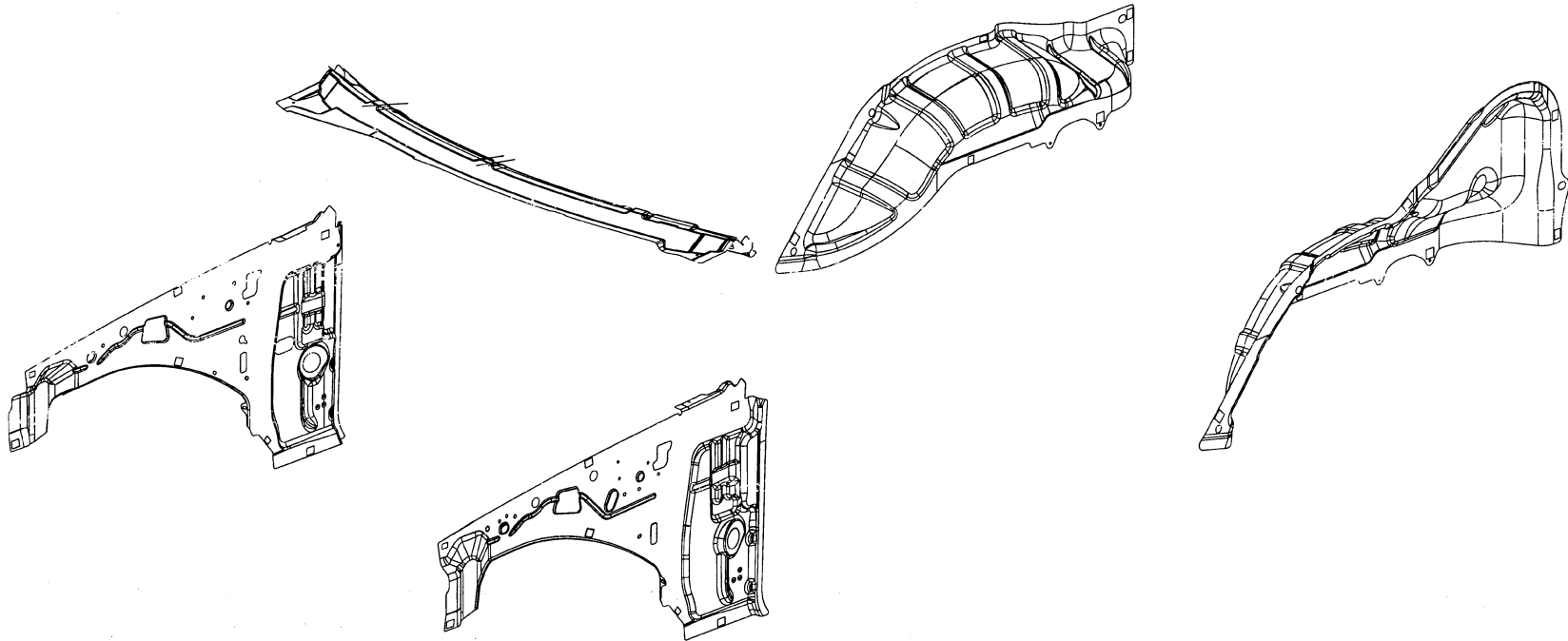
# 23 AM TO AA 22 PROJ WELD



TYPICAL  
PROJECTION WELD

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## GRAND CHEROKEE UNDERBODY SECTION



AA PANEL – RR WHEELHOUSE INR RT –  
 AB BRACKET – WHEELHOUSE TRIM INR –  
 AB BRACKET – WHEELHOUSE TRIM INR –  
 AC BRACKET – WHEELHOUSE –  
 AD PANEL – RR WHEELHOUSE INR LT –  
 AE PANEL – COWL SIDE LT –  
 AF BRACKET – ELECTRICAL CONNECTOR –

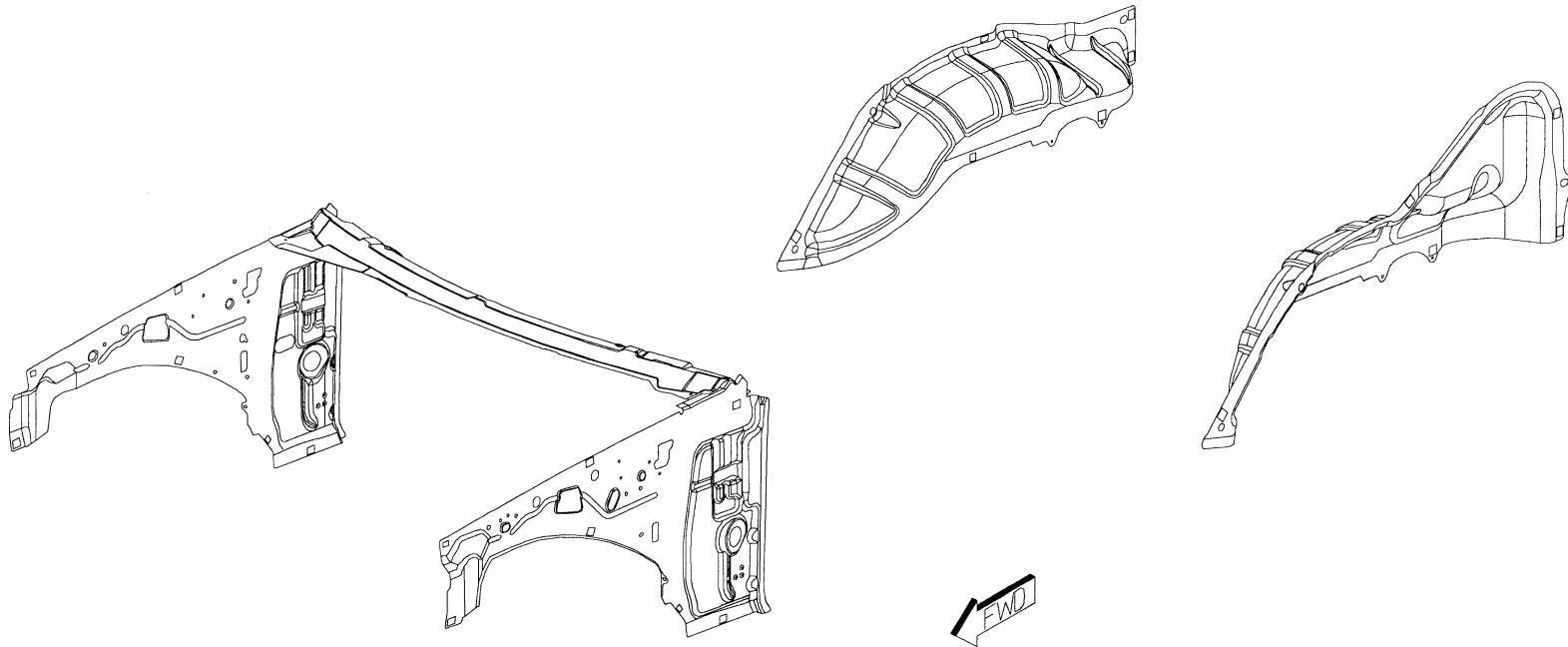
AG BRACKET – BATTERY TRAY SUPPORT LT –  
 AH BRACKET – AIR CLEANER UPR –  
 AJ PANEL – COWL SIDE RT –  
 AK BRACKET – COWL SIDE TRIM RT –  
 AL PANEL ASSY – COWL SIDE RTL –  
 AM BRACKET – I/P LOCATOR –  
 AN PANEL – COWL TOP –

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## PARTS IDENTIFICATION LEGEND, OVERVIEW 11

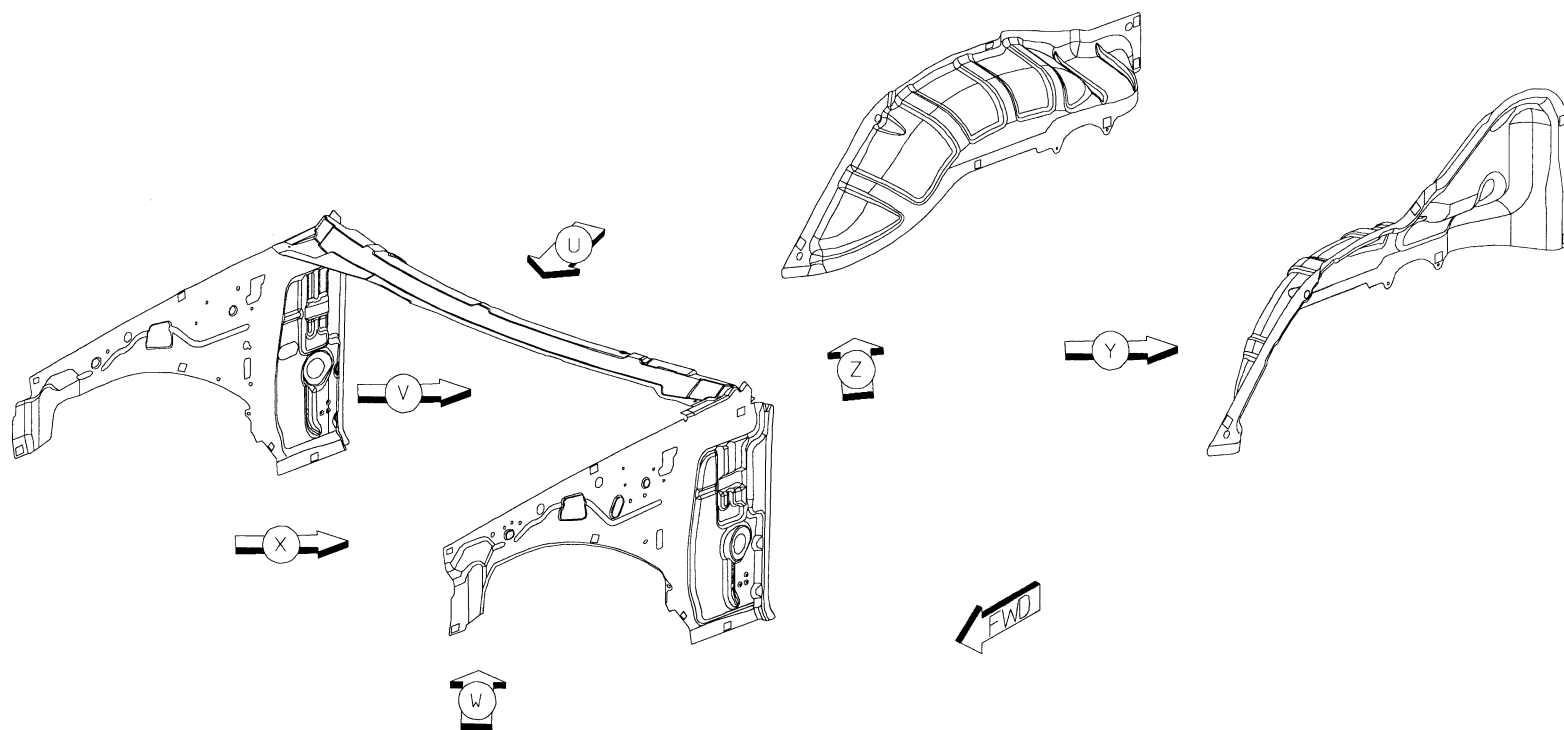
AA PANEL – RR WHEELHOUSE INR RT –  
AB BRACKET – WHEELHOUSE TRIM INR –  
AB BRACKET – WHEELHOUSE TRIM INR –  
AC BRACKET – WHEELHOUSE –  
AD PANEL – RR WHEELHOUSE INR LT –  
AE PANEL – COWL SIDE LT –  
AF BRACKET – ELECTRICAL CONNECTOR –

AG BRACKET – BATTERY TRAY SUPPORT LT –  
AH BRACKET – AIR CLEANER UPR –  
AJ PANEL – COWL SIDE RT –  
AK BRACKET – COWL SIDE TRIM RT –  
AL PANEL ASSY – COWL SIDE RTL –  
AM BRACKET – I/P LOCATOR –  
AN PANEL – COWL TOP –



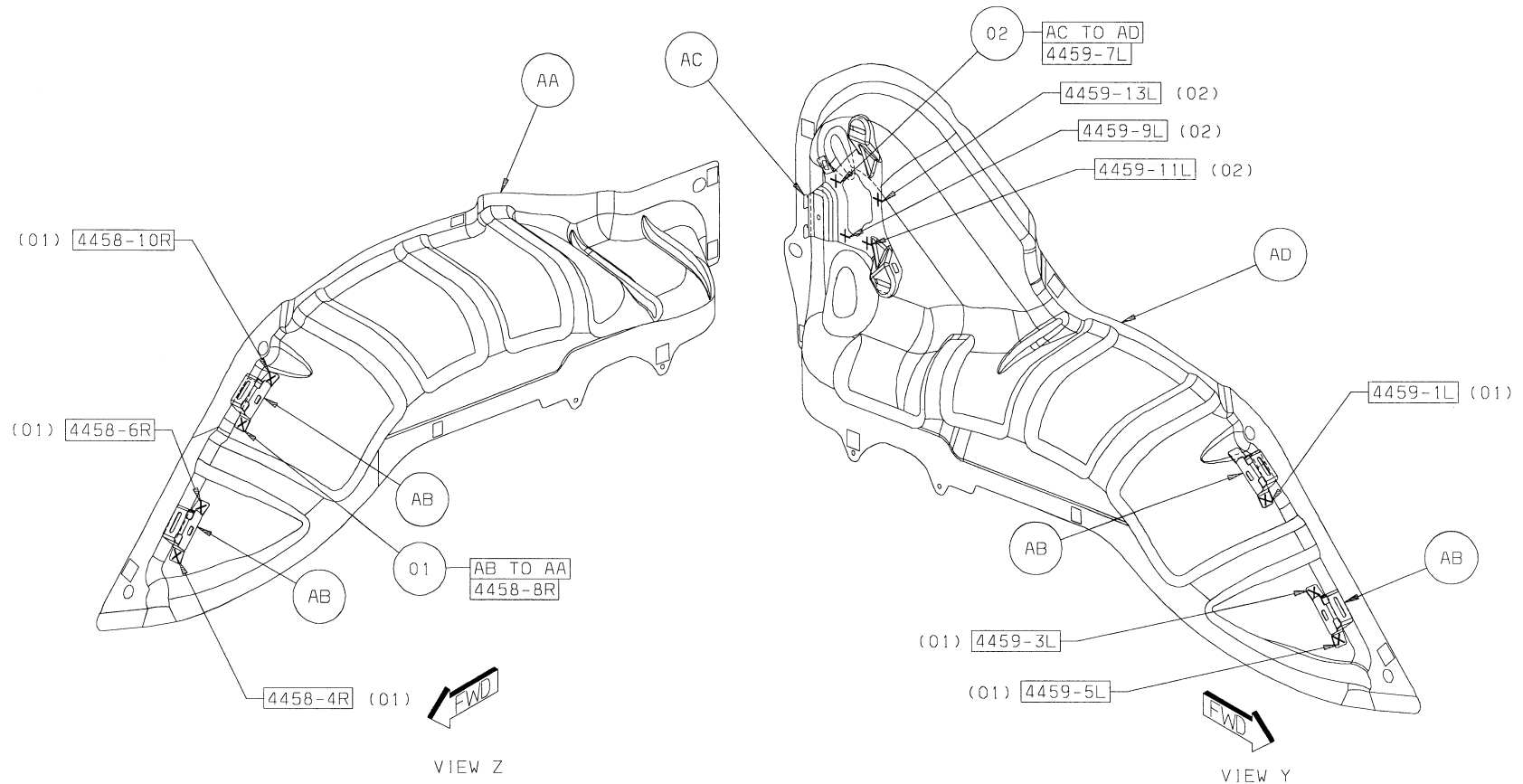
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## WELD LAYOUT LOCATION GUIDE



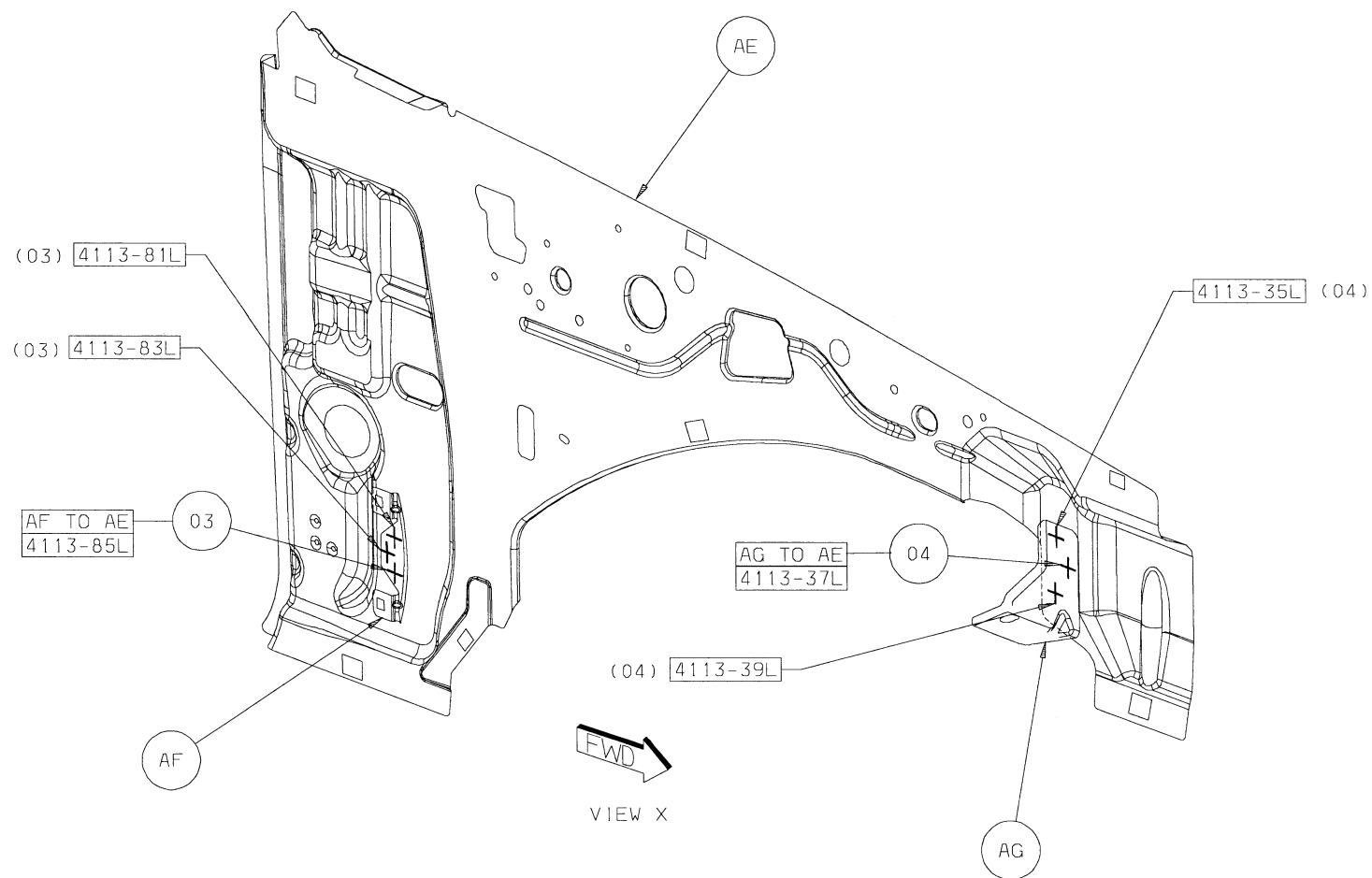
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- 1 AB TO AA 4/SD S/WELDS
- 2 AC TO AD 4/SD S/WELDS



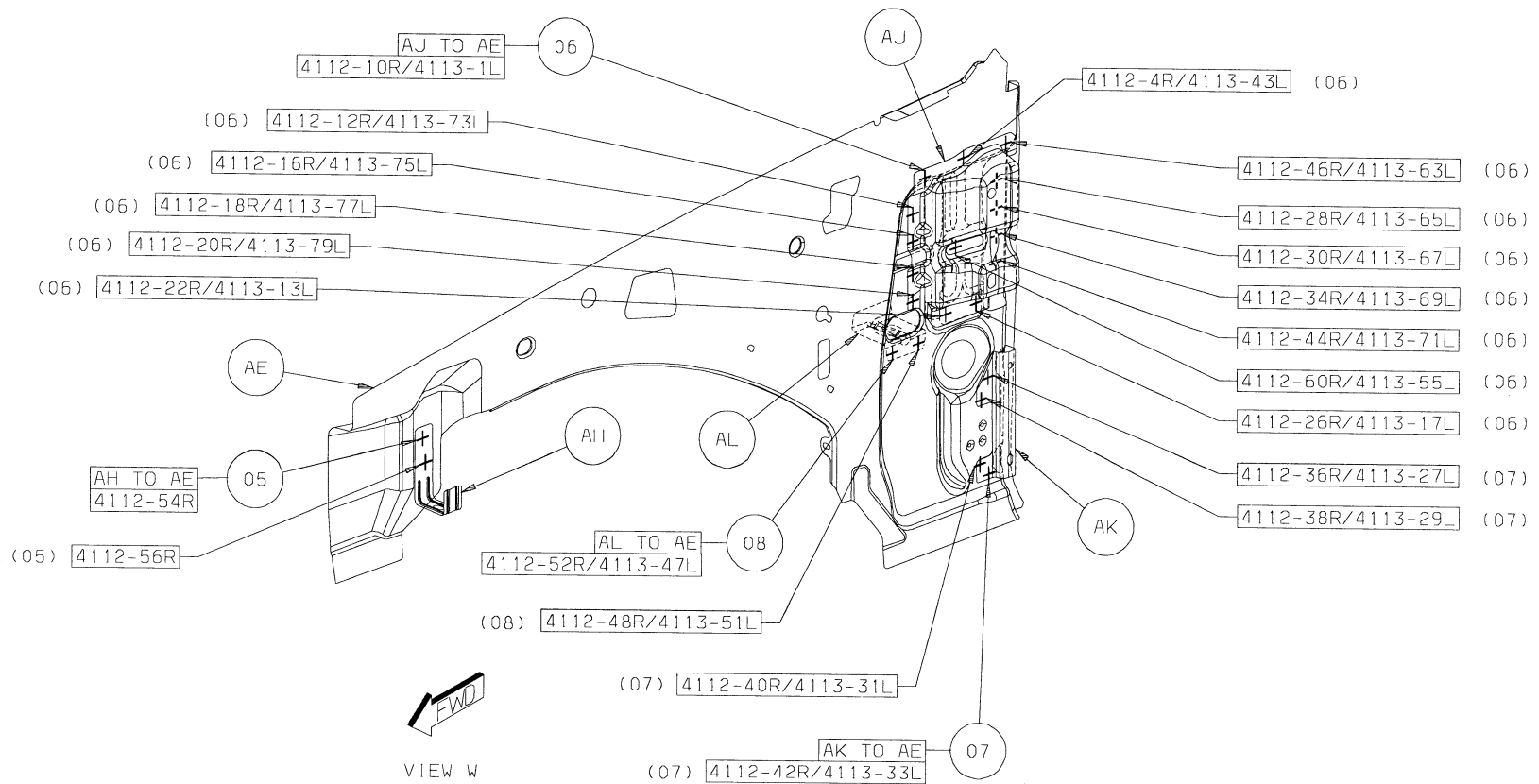
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- 3 AF TO AE 3/SD S/WELDS
- 4 AG TO AE 3/SD S/WELDS



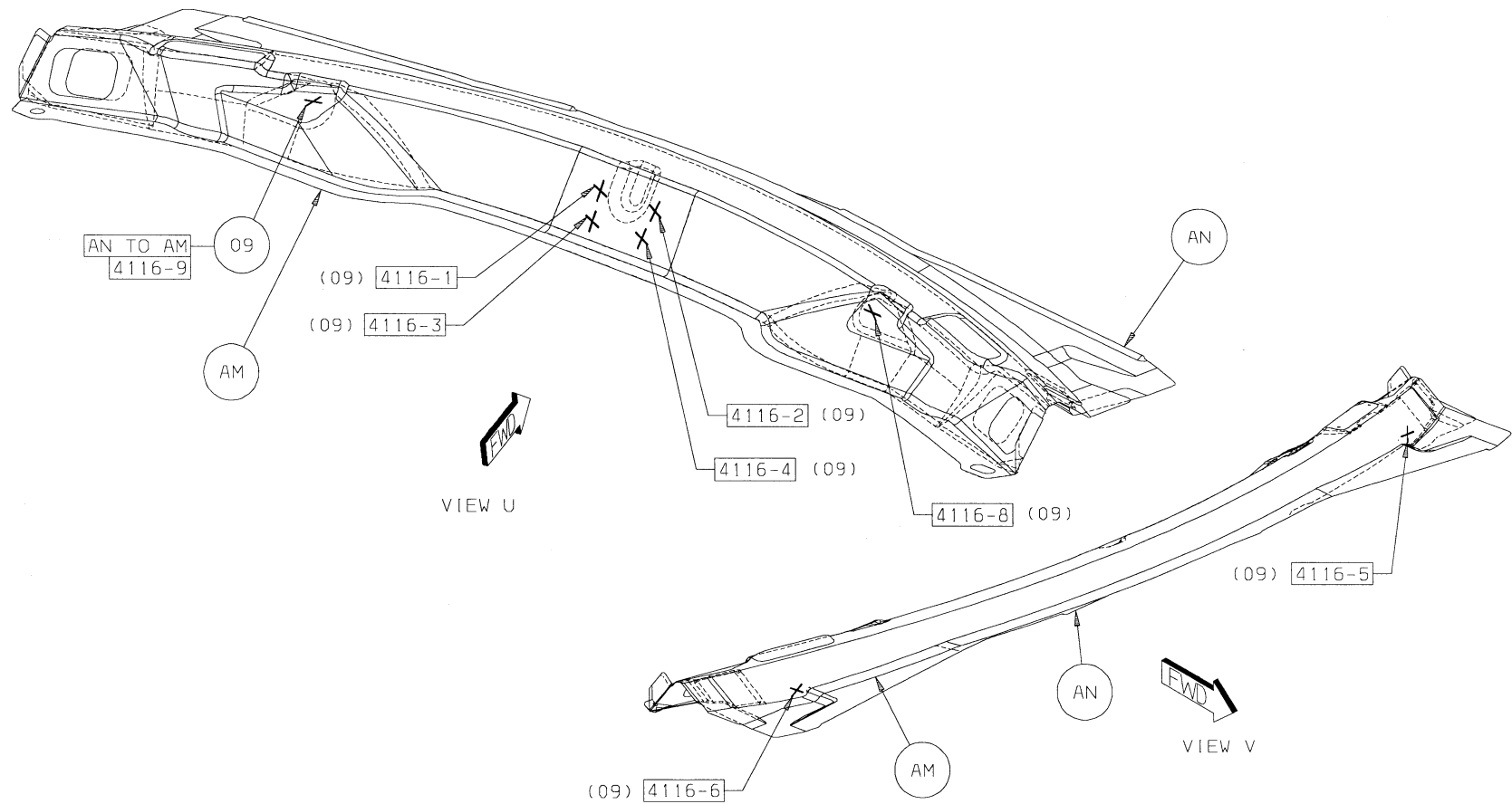
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- 5 AH TO AE 2/SD S/WELDS
- 6 AJ TO AE 14/SD S/WELDS
- 7 AK TO AE 2/SD S/WELDS
- 8 AL TO AE 2/SD S/WELDS



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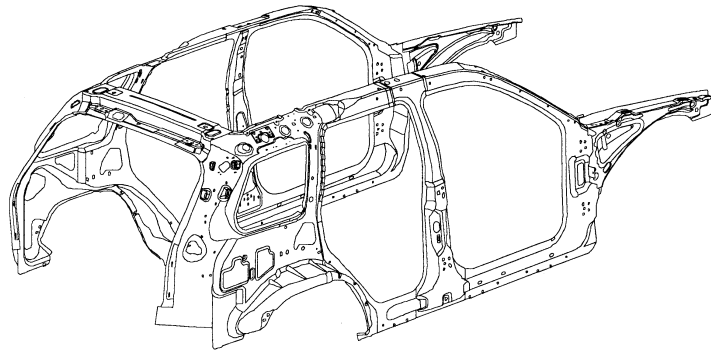
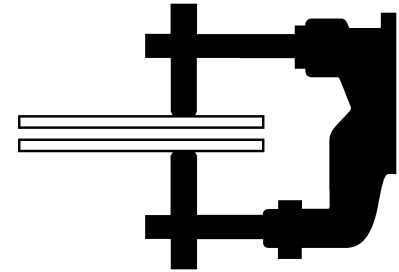
9 AN TO AM 8/SD S/WELDS



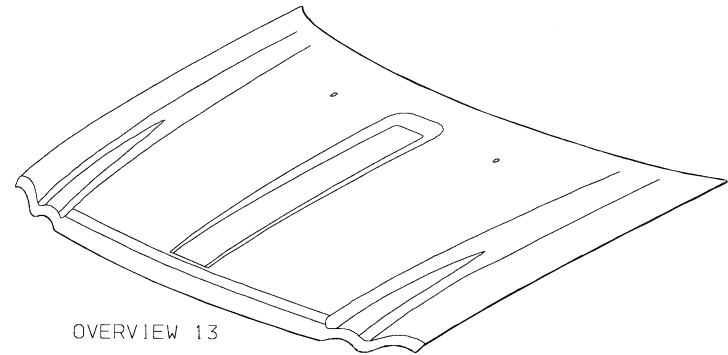
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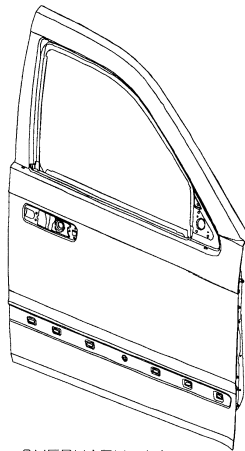
## WELD LOCATION OVERVIEW ZONES



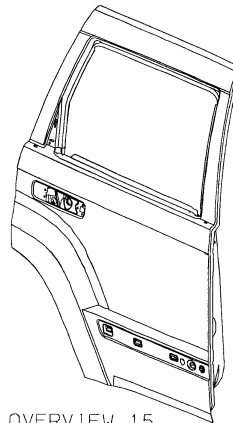
OVERVIEW 12



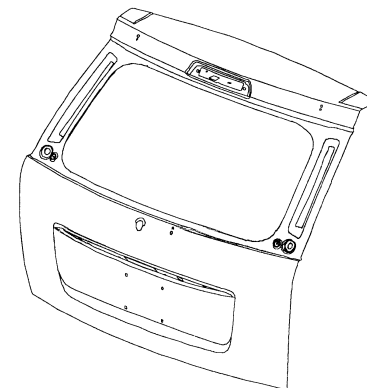
OVERVIEW 13



OVERVIEW 14



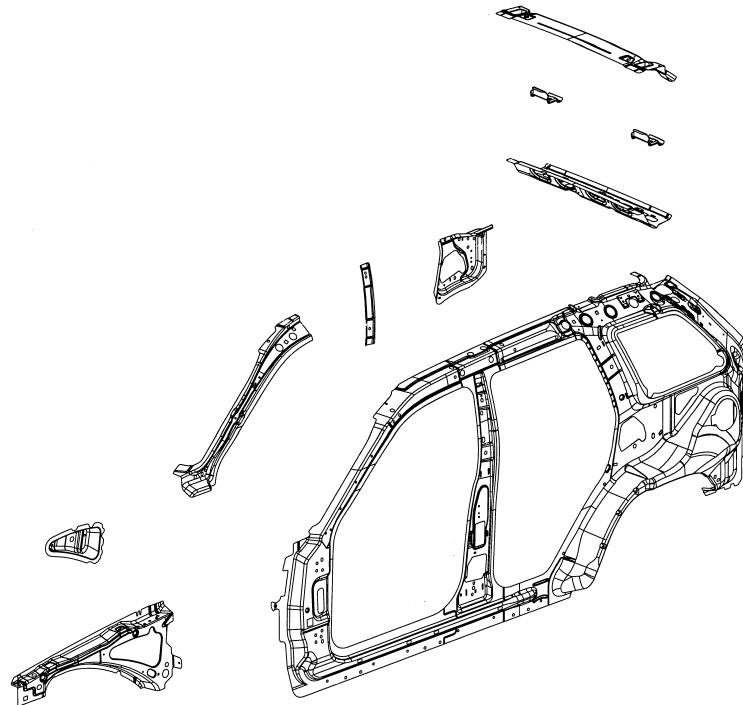
OVERVIEW 15



OVERVIEW 16

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## GRAND CHEROKEE BODY IN WHITE SECTION



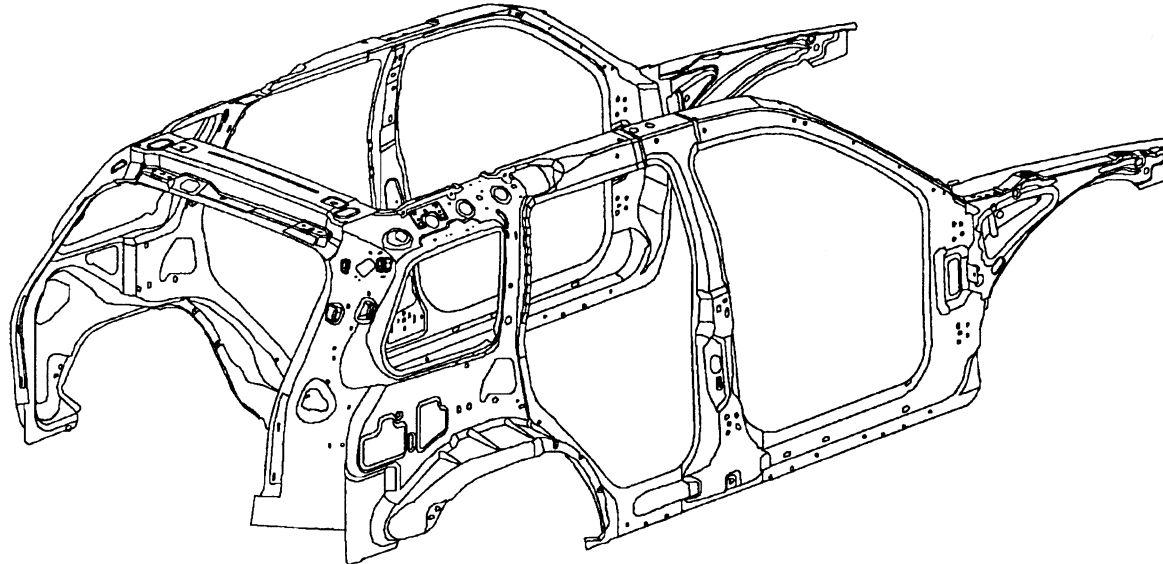
AA PANEL – BODY SIDE INR RT –  
 AB REINF ASSY – B-PILLAR REINF RT –  
 AC TAPPING PLATE – FRT DOOR HINGE UPR RT –  
 AD NUT/PLATE.EXTRUDED – SPECIAL.PF SAFETY –  
 AD NUT/PLATE.EXTRUDED – SPECIAL.PF SAFETY –  
 AE REINF – SHOULDER BELT MTG FRT SEAT RT –  
 AF REINF – SEAT BACK MTG RT –  
 AG TAPPING PLATE – SEAT BACK MTG RT –  
 AH TAPPING PLATE – QTR INR D-PILLAR TURNING LOOP –  
 AH TAPPING PLATE – QTR INR D-PILLAR TURNING LOOP –  
 AJ BRACKET – WHEELHOUSE TRIM INR –  
 AK NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –  
 AK NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –  
 AK NUT/WELD.RD – NO.FIN.SPECIAL –

AK NUT/WELD.RD – NO.FIN.SPECIAL –  
 AL STUD.WELD/EXTERNAL – NO.FIN.PILOT.PT.SPECIAL –  
 MODULE ATTACH  
 AM PANEL – BODY SIDE INR LT –  
 AN TAPPING PLATE – RR DOOR HINGE LWR –  
 AP TAPPING PLATE – FRT DOOR HINGE UPR LT –  
 AR REINF – SHOULDER BELT MTG FRT SEAT LT –  
 AS TAPPING PLATE – SEAT BACK MTG LT –  
 AT REINF – SEAT BACK MTG LT –  
 AU HEADER – RR UPR –  
 AV HEADER – RR LWR –  
 AW REINF – RR HEADER UPR AT LIFTGATE HINGE –  
 AX REINF – RR HEADER UPR AT LIFTGATE HINGE –  
 AY REINF – B-PILLAR RT –

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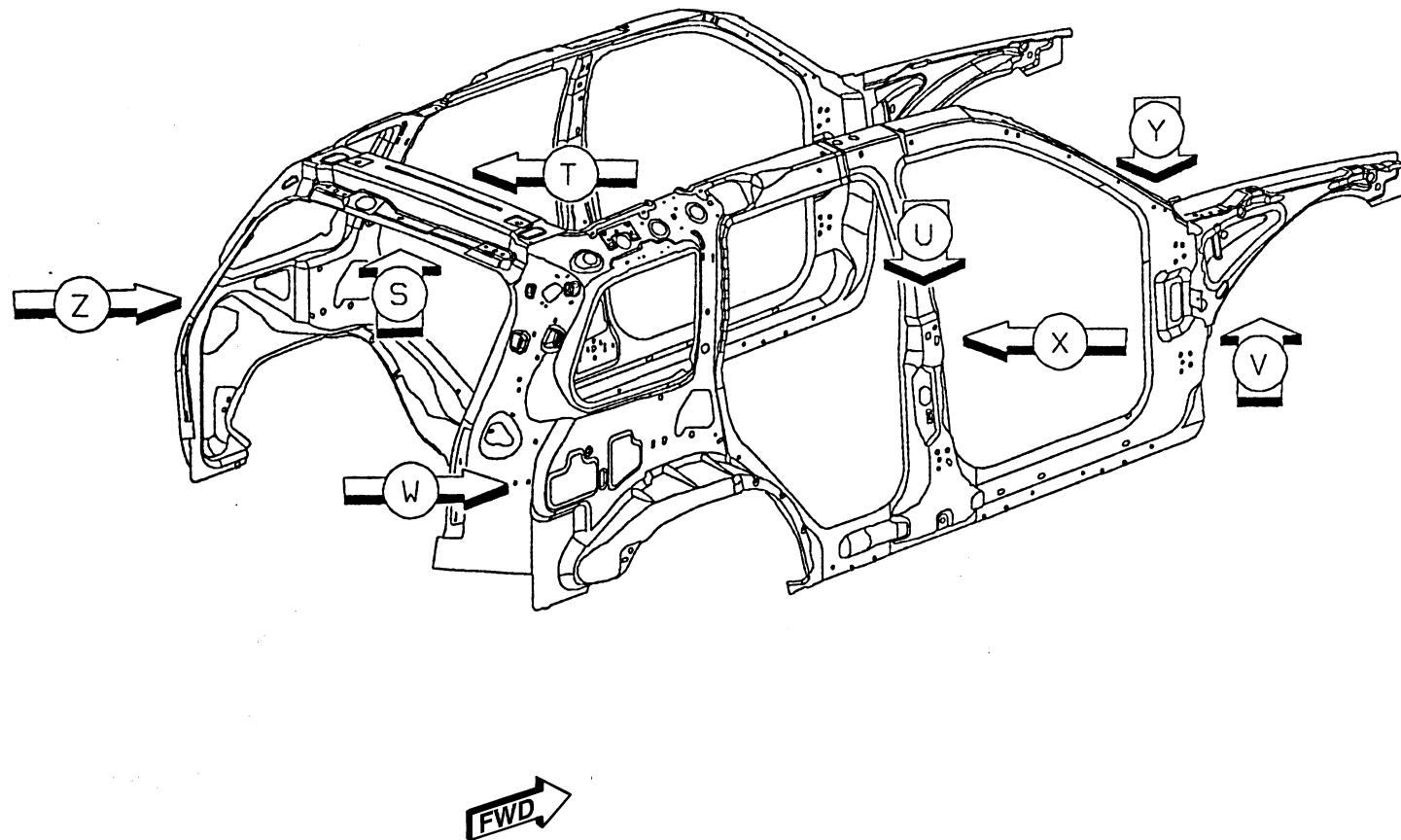
## PARTS IDENTIFICATION LEGEND, OVERVIEW 12

AA	PANEL – BODY SIDE INR RT –	AK	NUT/WELD.RD – NO.FIN.SPECIAL –
AB	REINF ASSY – B-PILLAR REINF RT –	AL	STUD.WELD/EXTERNAL – NO.FIN.PILOT.PT.SPECIAL – MODULE ATTACH
AC	TAPPING PLATE – FRT DOOR HINGE UPR RT –	AM	PANEL – BODY SIDE INR LT –
AD	NUT/PLATE.EXTRUDED – SPECIAL.PF SAFETY –	AN	TAPPING PLATE – RR DOOR HINGE LWR –
AD	NUT/PLATE.EXTRUDED – SPECIAL.PF SAFETY –	AP	TAPPING PLATE – FRT DOOR HINGE UPR LT –
AE	REINF – SHOULDER BELT MTG FRT SEAT RT –	AR	REINF – SHOULDER BELT MTG FRT SEAT LT –
AF	REINF – SEAT BACK MTG RT –	AS	TAPPING PLATE – SEAT BACK MTG LT –
AG	TAPPING PLATE – SEAT BACK MTG RT –	AT	REINF – SEAT BACK MTG LT –
AH	TAPPING PLATE – QTR INR D-PILLAR TURNING LOOP –	AU	HEADER – RR UPR –
AH	TAPPING PLATE – QTR INR D-PILLAR TURNING LOOP –	AV	HEADER – RR LWR –
AJ	BRACKET – WHEELHOUSE TRIM INR –	AW	REINF – RR HEADER UPR AT LIFTGATE HINGE –
AK	NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –	AX	REINF – RR HEADER UPR AT LIFTGATE HINGE –
AK	NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –	AY	REINF – B-PILLAR RT –
AK	NUT/WELD.RD – NO.FIN.SPECIAL –		



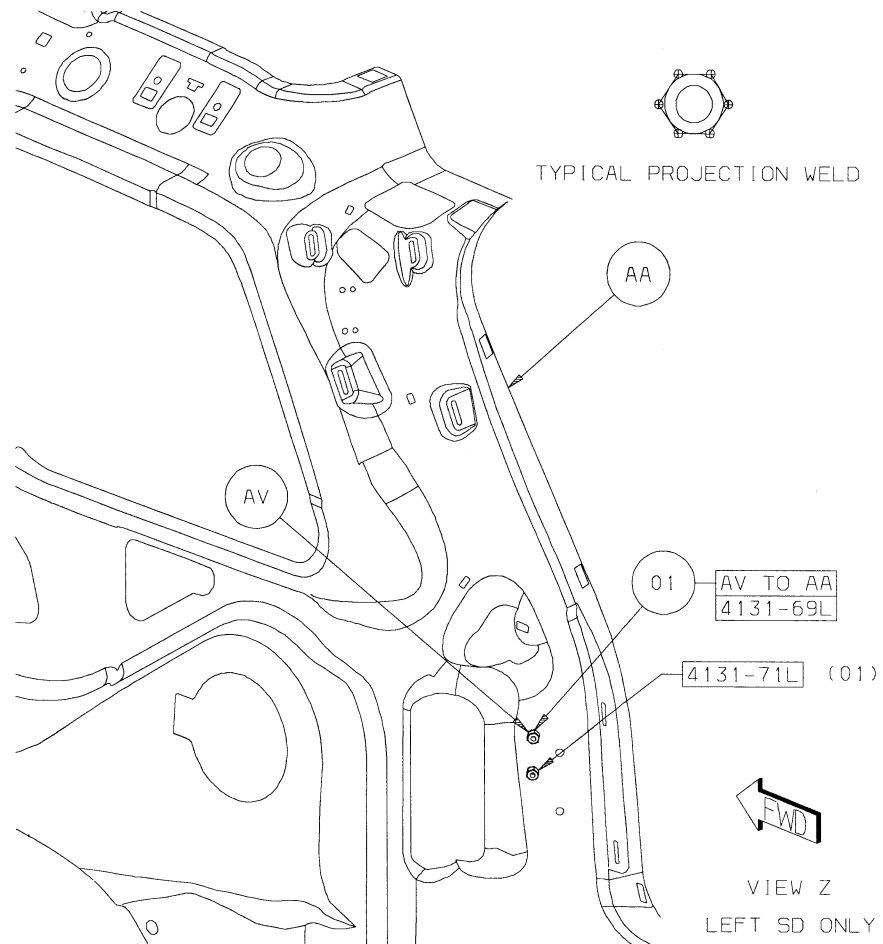
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## WELD LAYOUT LOCATION GUIDE



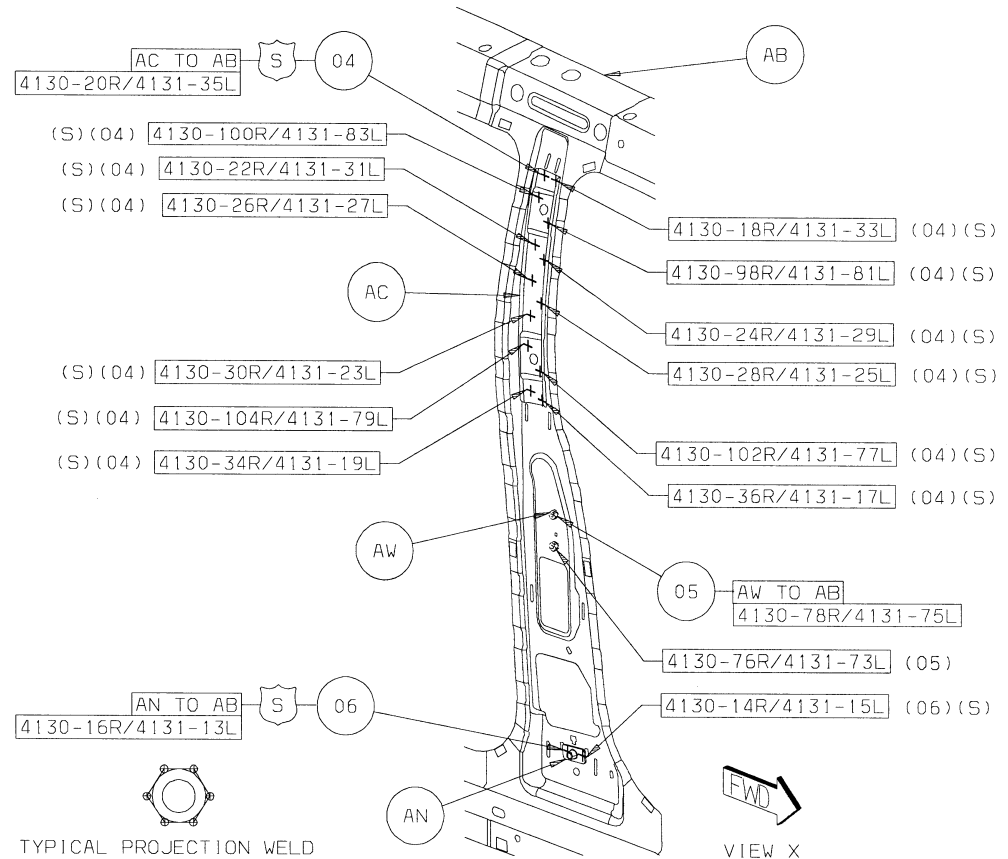
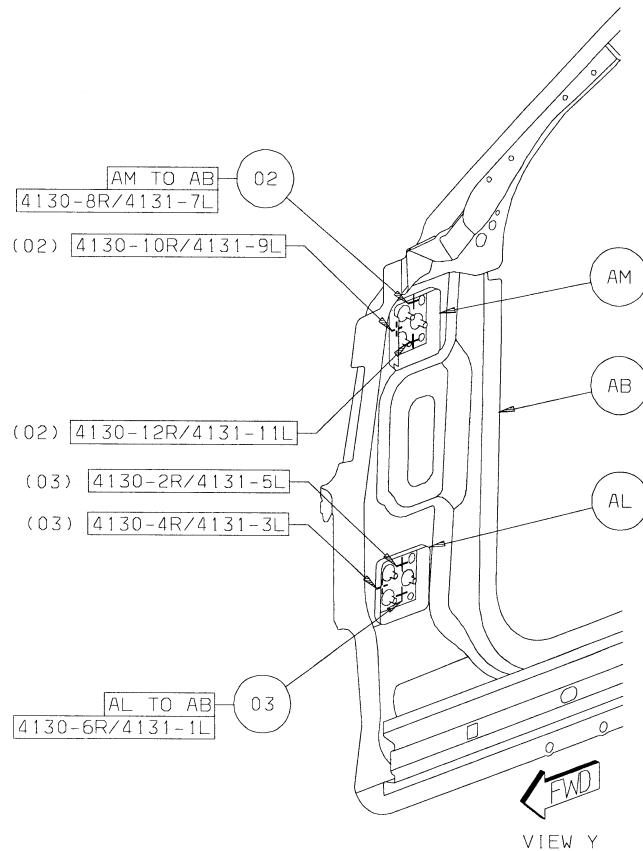
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1 AV TO AA 2L NUT PROJ WELDS



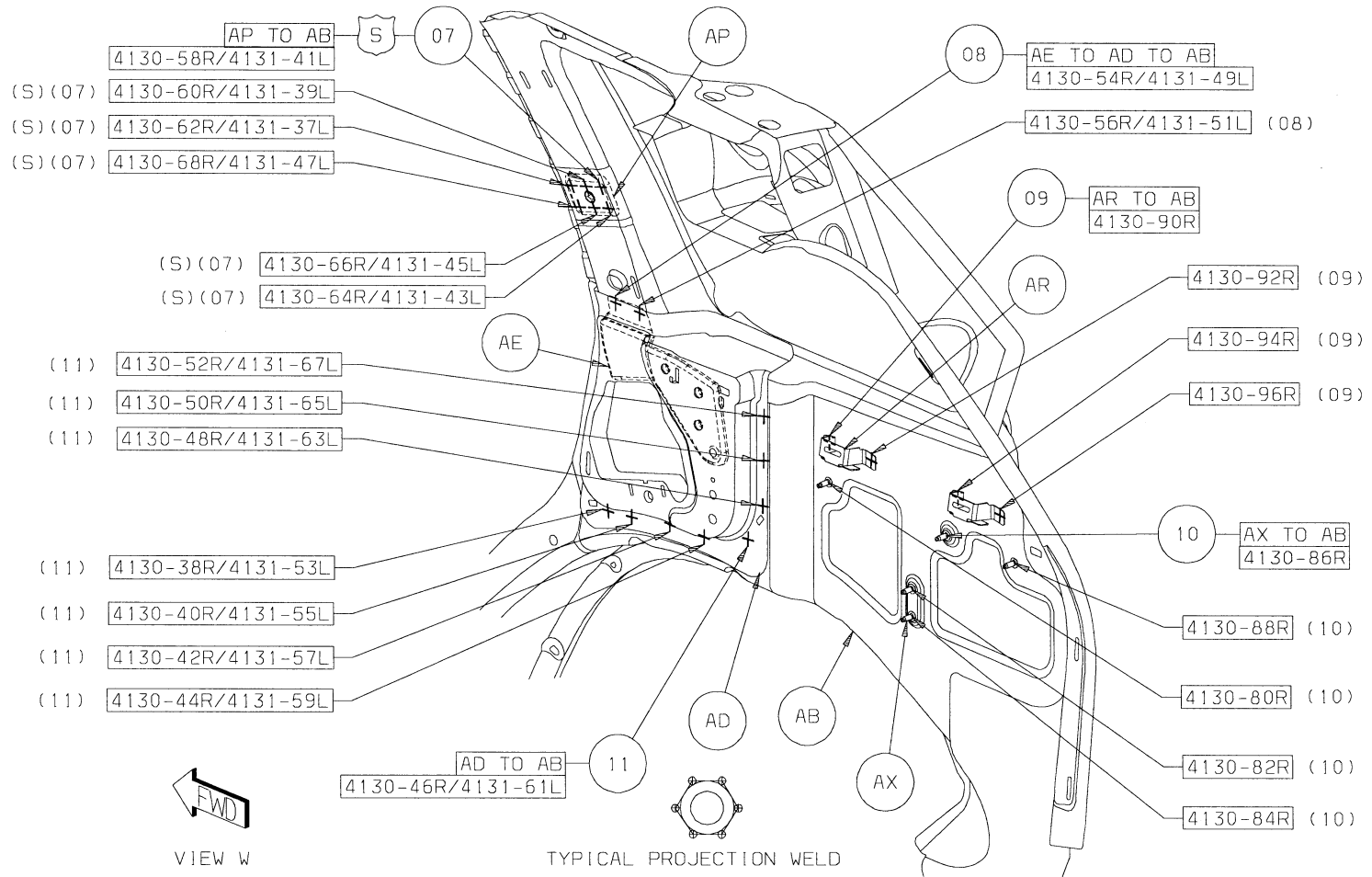
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- 2 AM TO AB 3/SD S/WELDS
- 3 AL TO AB 3/SD S/WELDS
- 4 AC TO AB 13/SD S/WELDS
- 5 AW TO AB 2/SD NUT PROJ WELDS
- 6 AN TO AB 2/SD S/WELDS



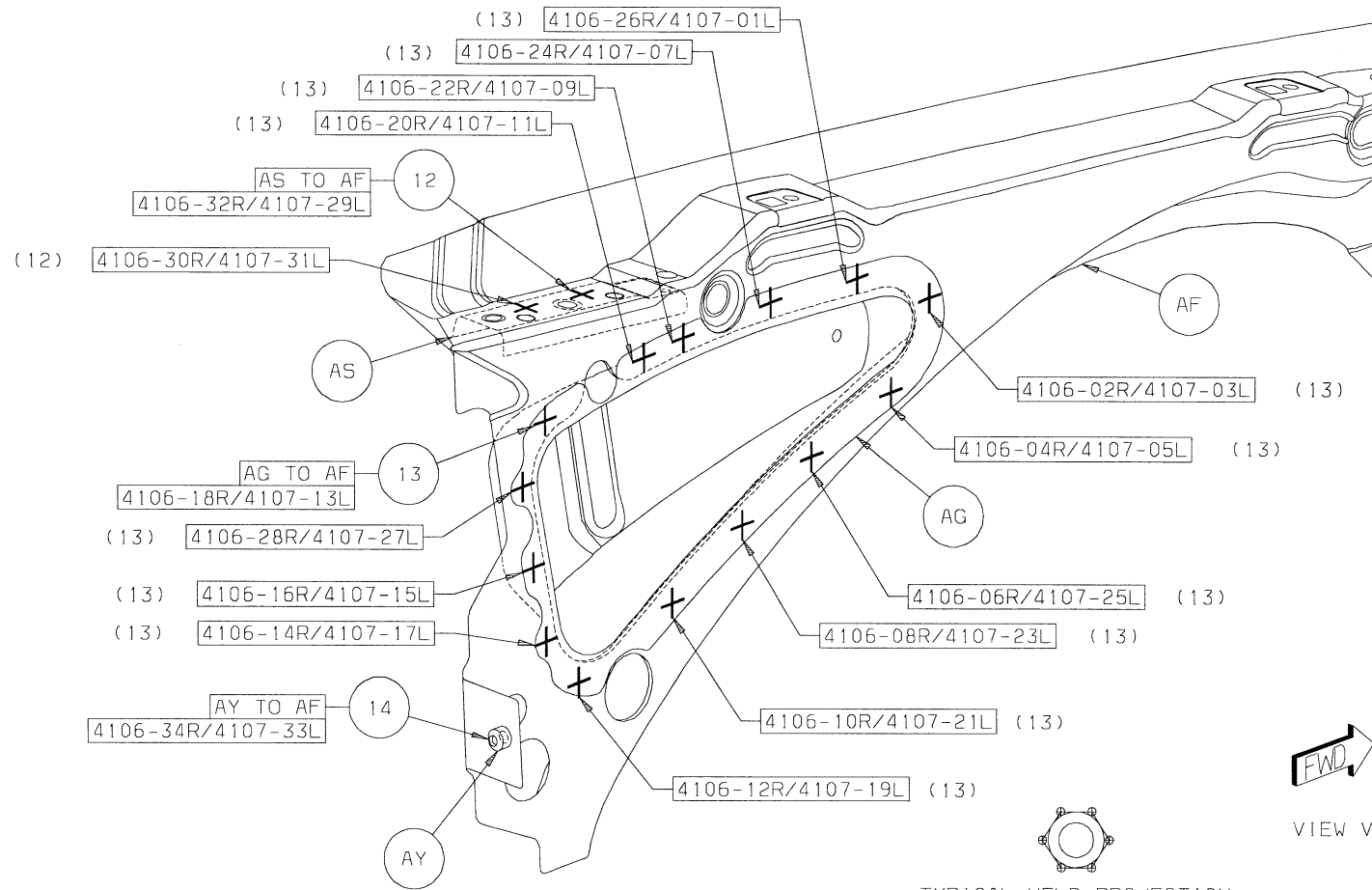
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- 7 AP TO AB 6/SD S/WELDS
- 8 AE TO AD TO AB 2/SD S/WELDS
- 9 AR TO AB 4R S/WELDS
- 10 AX TO AB 5R STUD PROJ WELDS
- 11 AD TO AB 8/SD S/WELDS



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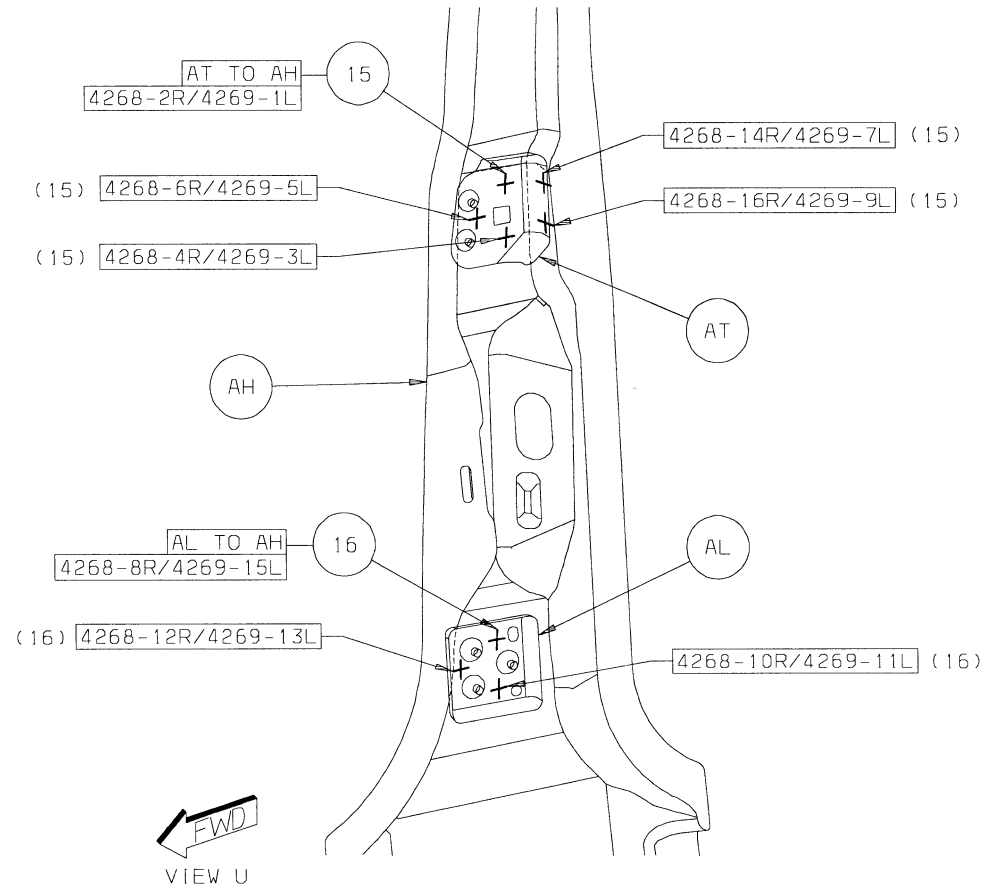
- 12 AS TO AF 2/SD S/WELDS
- 13 AG TO AF 14/SD S/WELDS
- 14 AY TO AF 1/SD NUT PROJ WELDS



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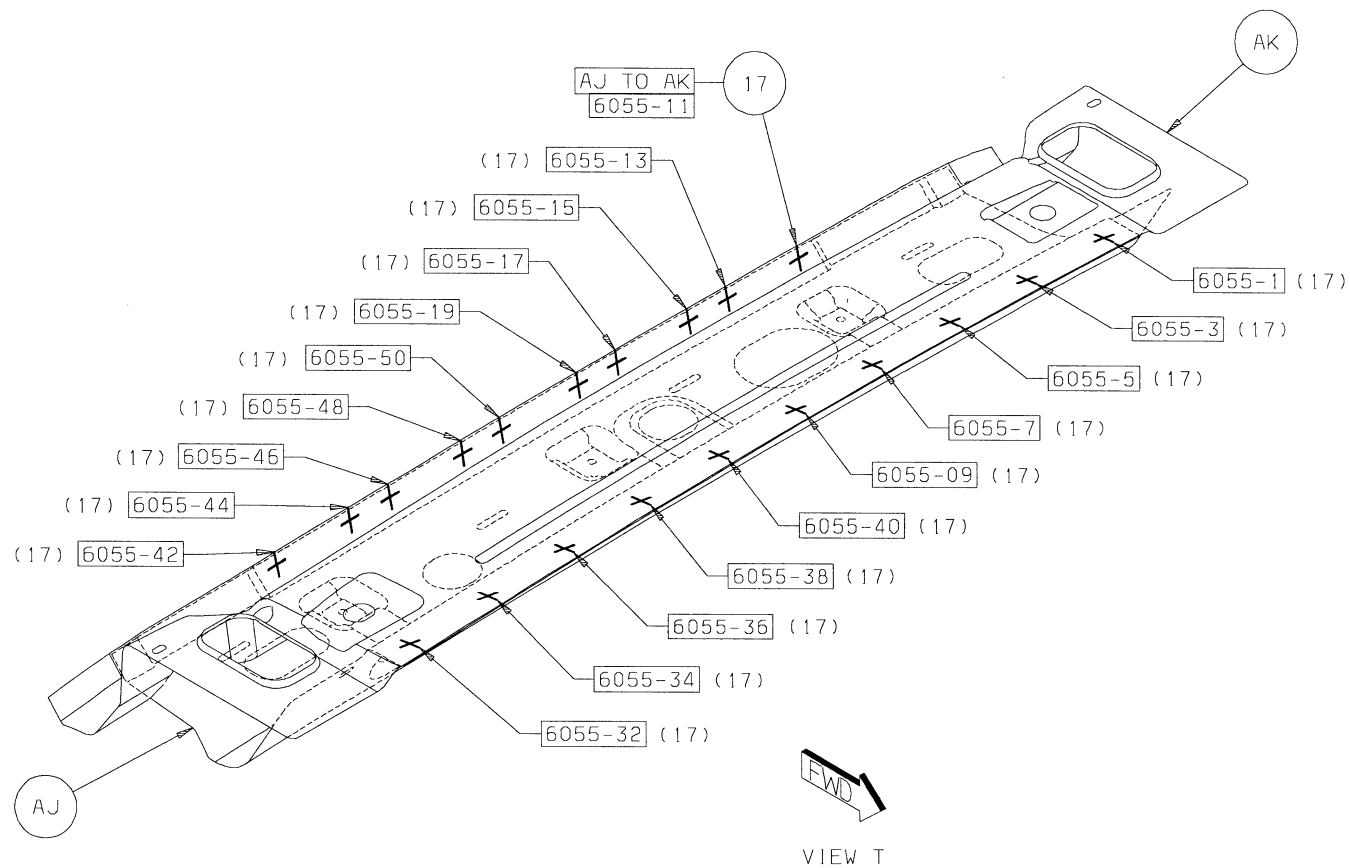


- 15 AT TO AH 5/SD S/WELDS  
16 AL TO AH 3/SD S/WELDS



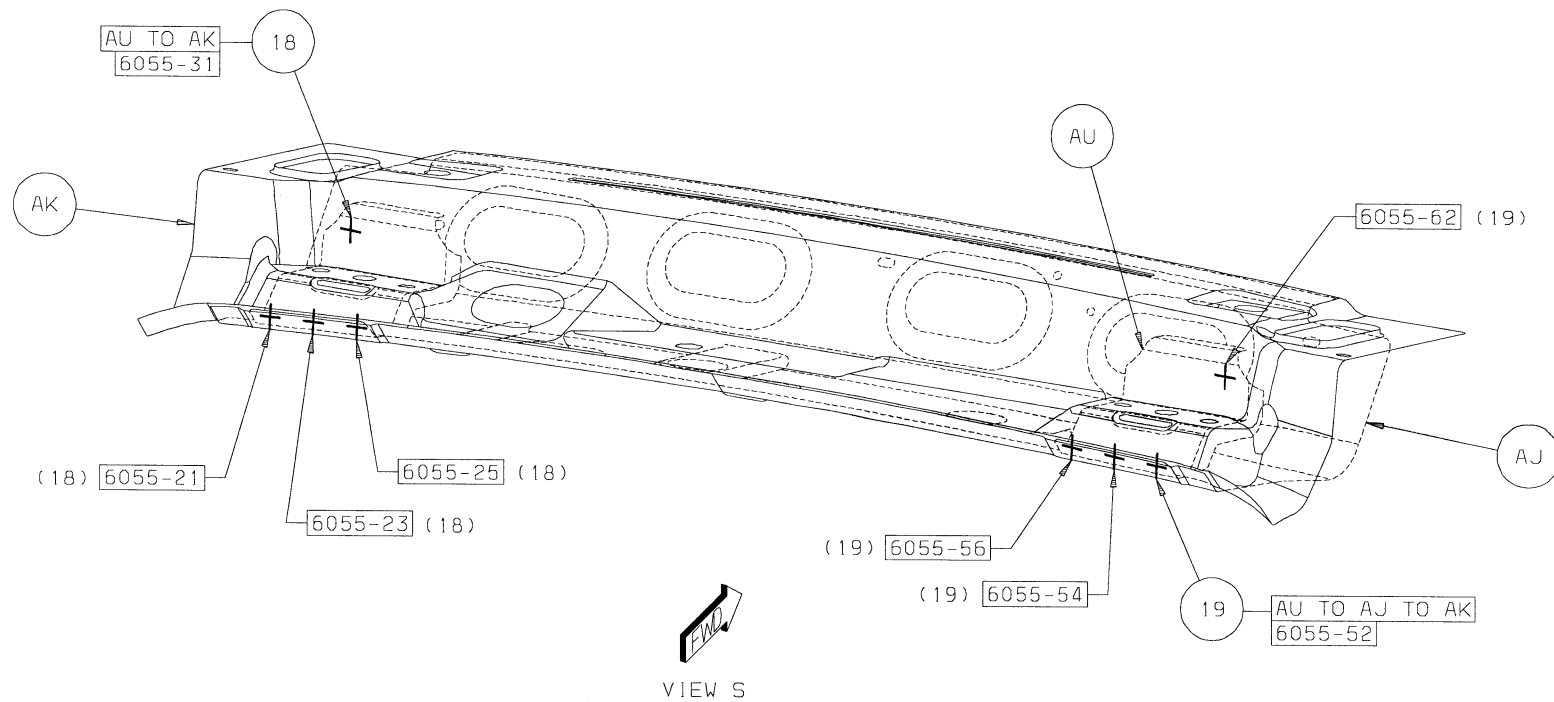
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17 AJ TO AK 20 S/WELDS



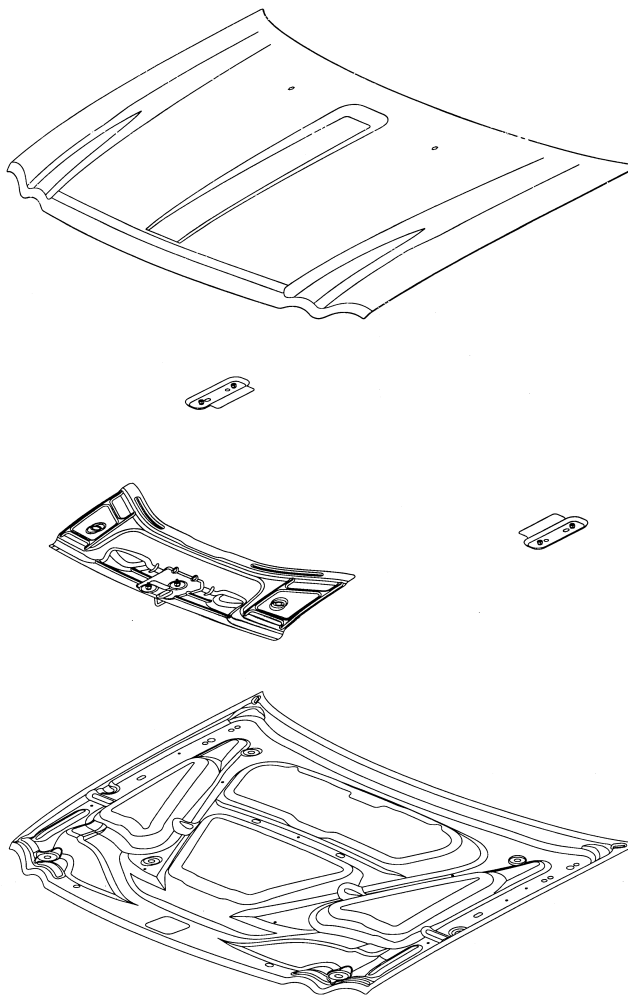
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- 18 AU TO AK 4 S/WELDS  
19 AU TO AJ TO AK 4 S/WELDS



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## GRAND CHEROKEE HOOD SECTION

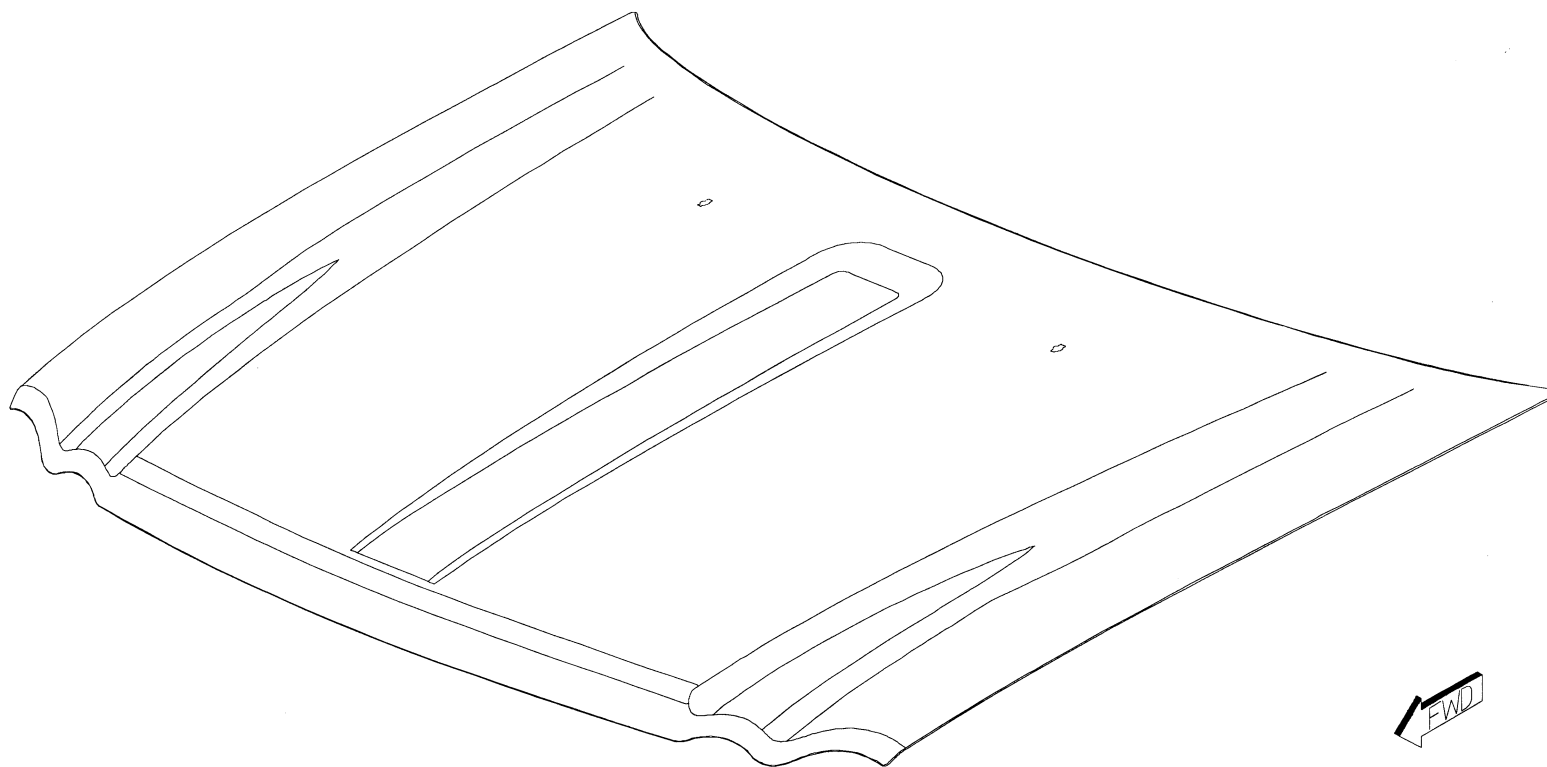


- AA PANEL – HOOD INR –
- AB RENIF – HOOD INR LATCH STRIKER ATT –
- AC RENIF – HOOD HINGE MTG –
- AC RENIF – HOOD HINGE MTG –
- AD PANEL – HOOD OTR –

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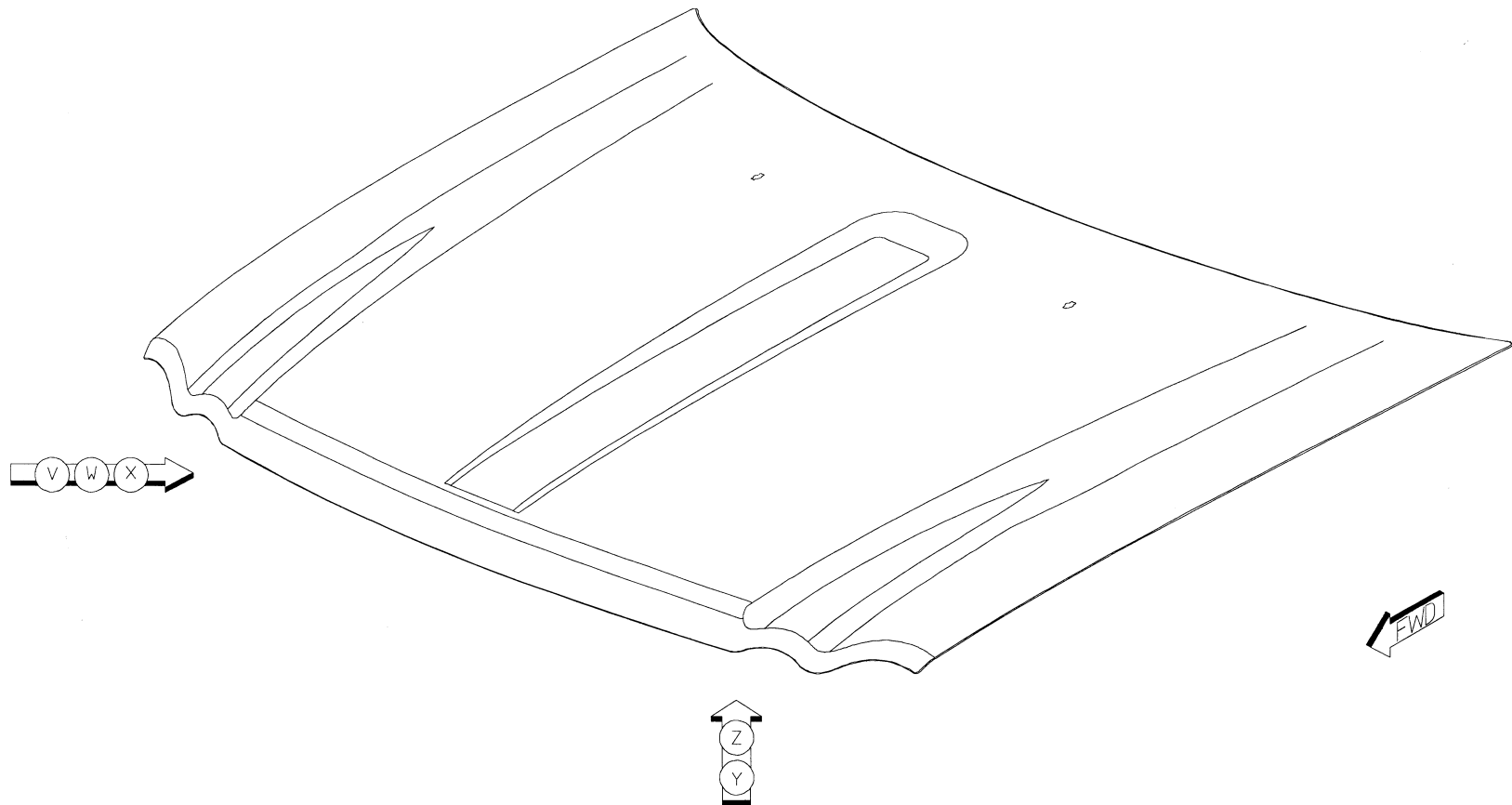
## PARTS IDENTIFICATION LEGEND, OVERVIEW 13

AA PANEL – HOOD INR –  
AB RENIF – HOOD INR LATCH STRIKER ATT –  
AC RENIF – HOOD HINGE MTG –  
AC RENIF – HOOD HINGE MTG –  
AD PANEL – HOOD OTR –



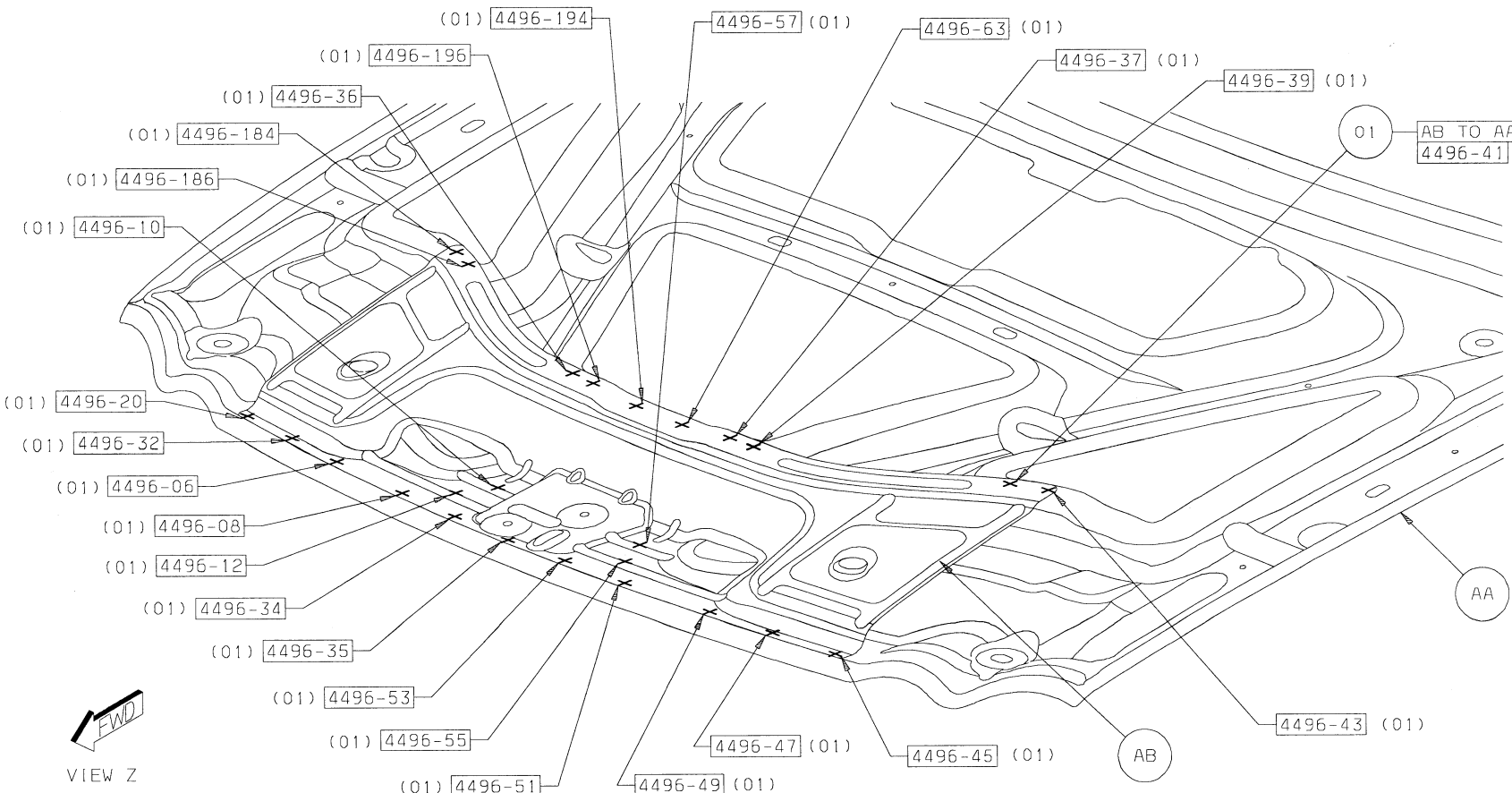
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## WELD LAYOUT LOCATION GUIDE



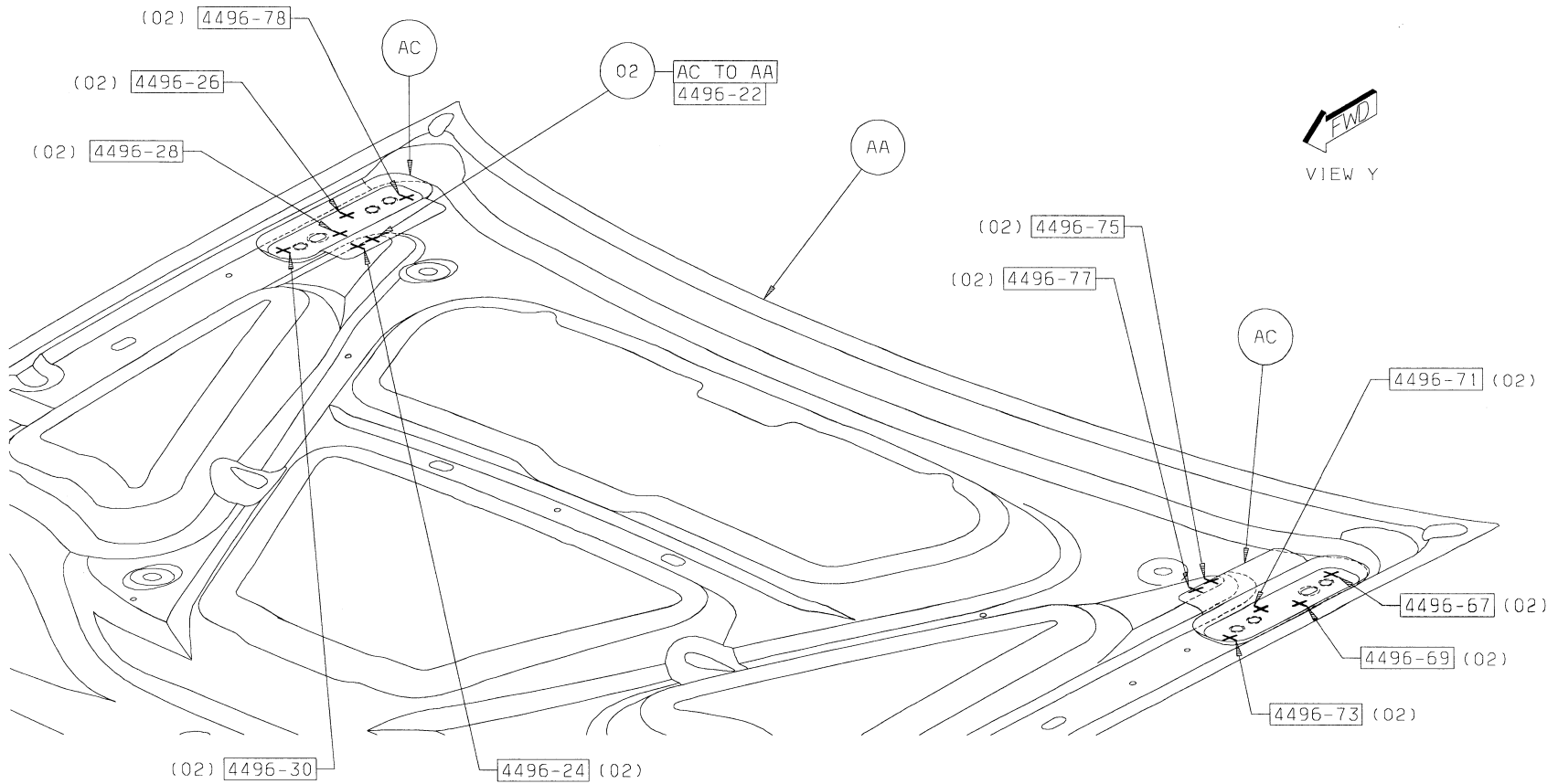
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1 AB TO AA 25 S/WELDS



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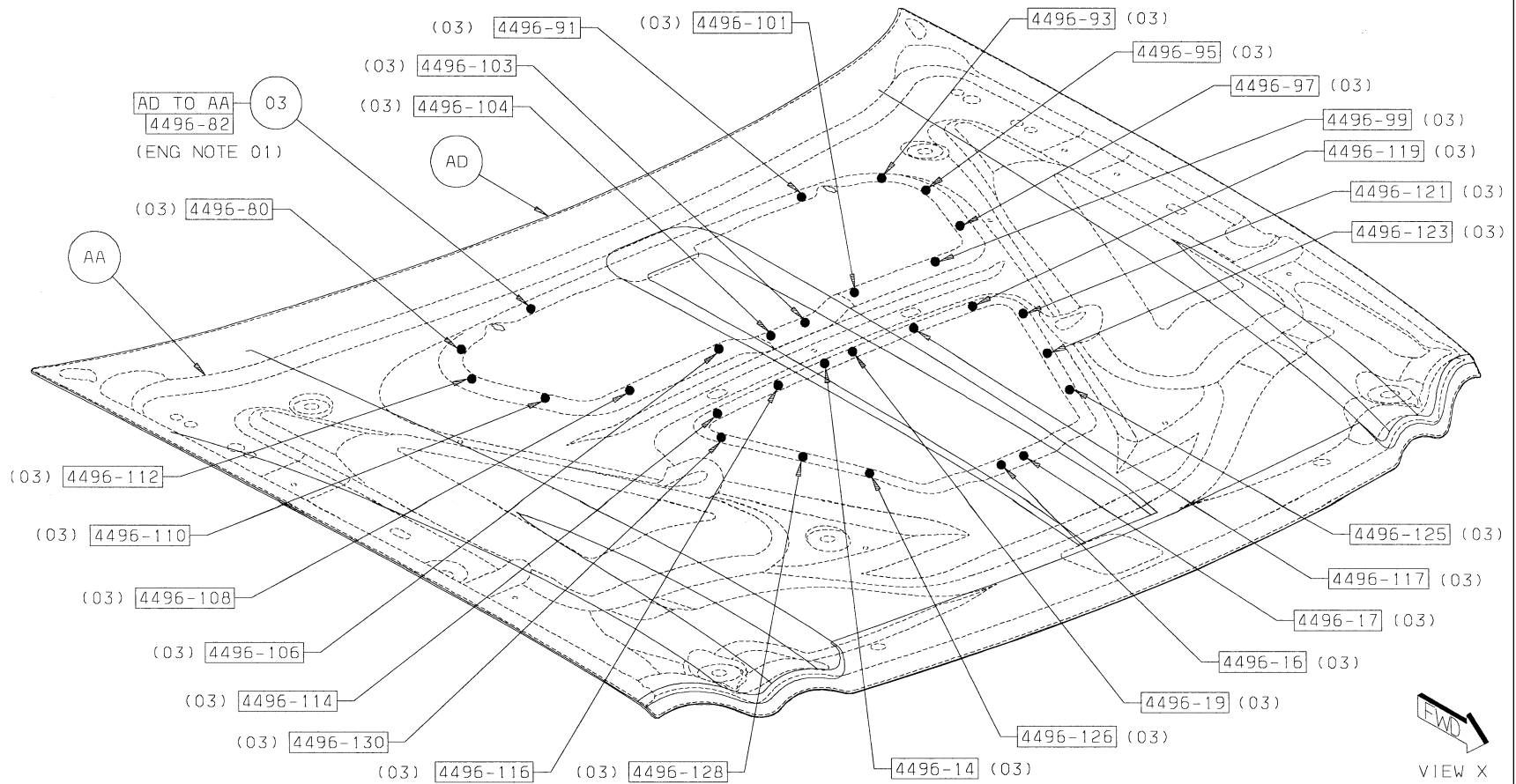
## 2 AC TO AA 12 S/WELDS



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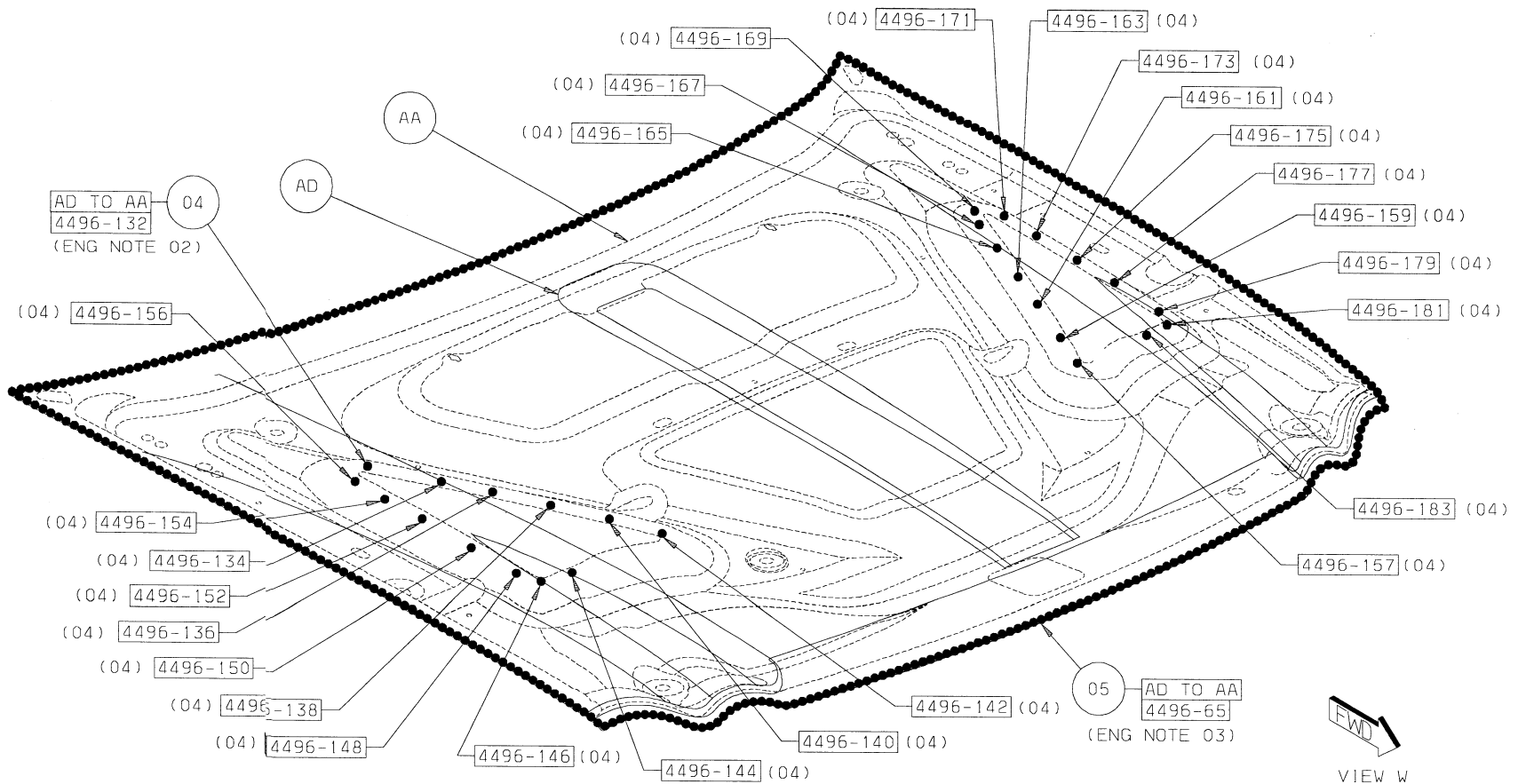


### 3 AD TO AA 28 STRUC ADH



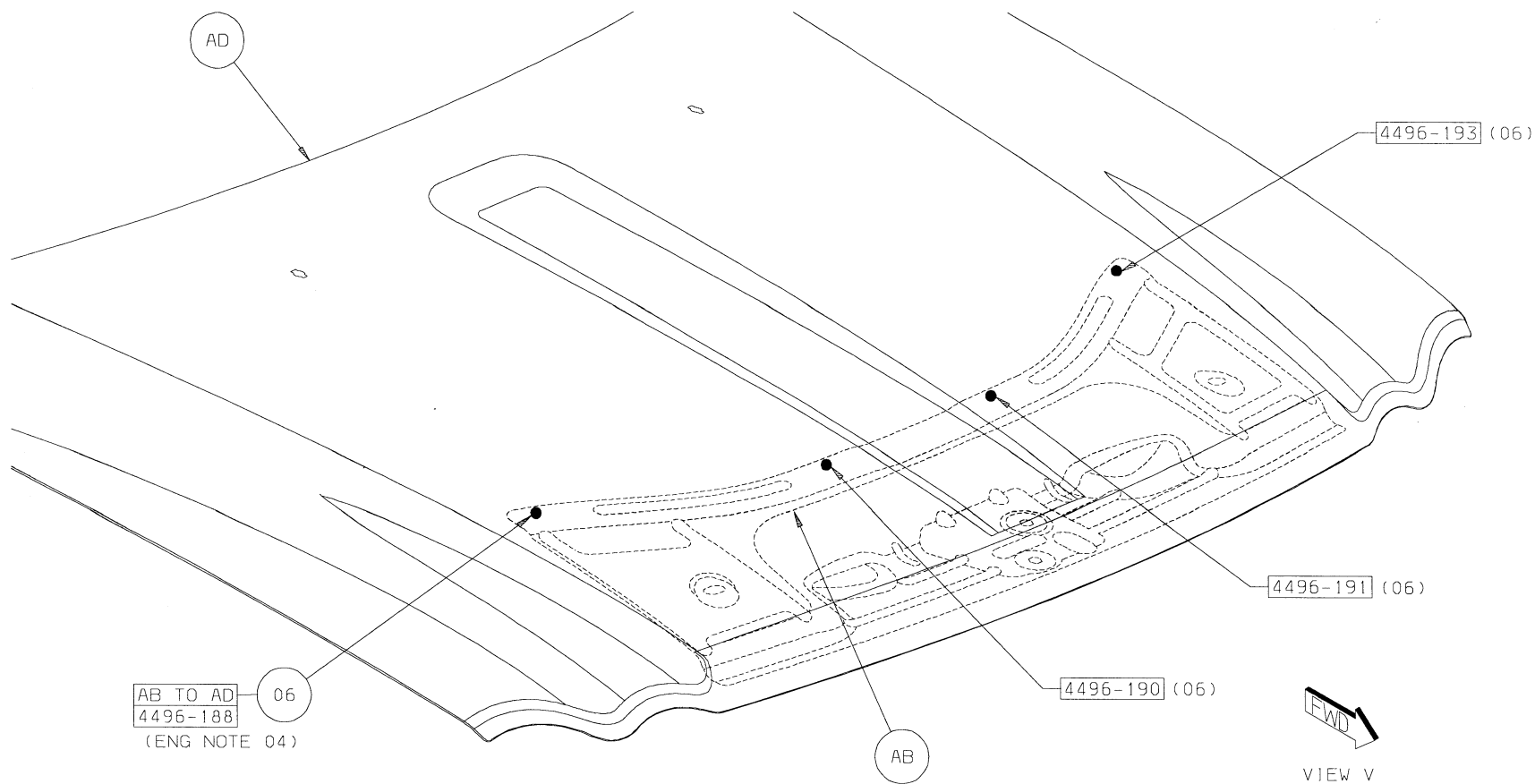
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- 4 AD TO AA 27 STRUC ADH
- 5 AD TO AA 1 STRUC ADH



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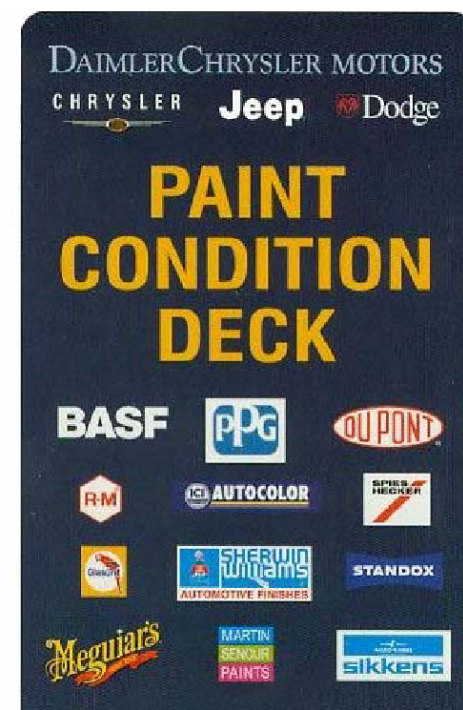
6 AB TO AD 4 STRUC ADH



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Publication # 81-316-0431

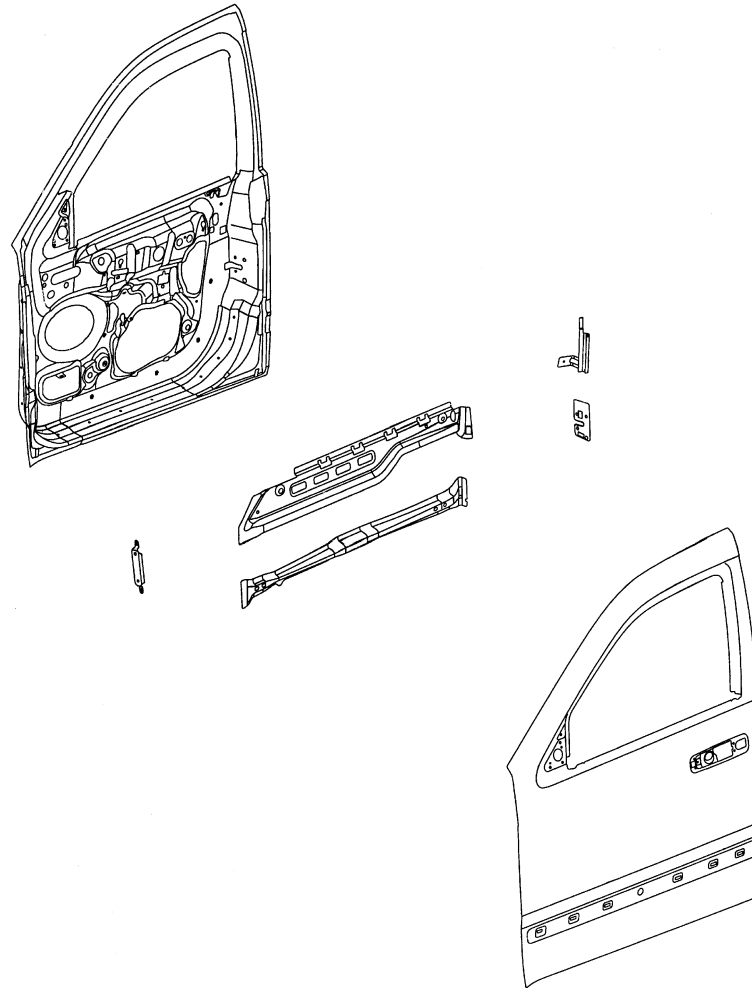


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## GRAND CHEROKEE FRONT DOOR SECTION

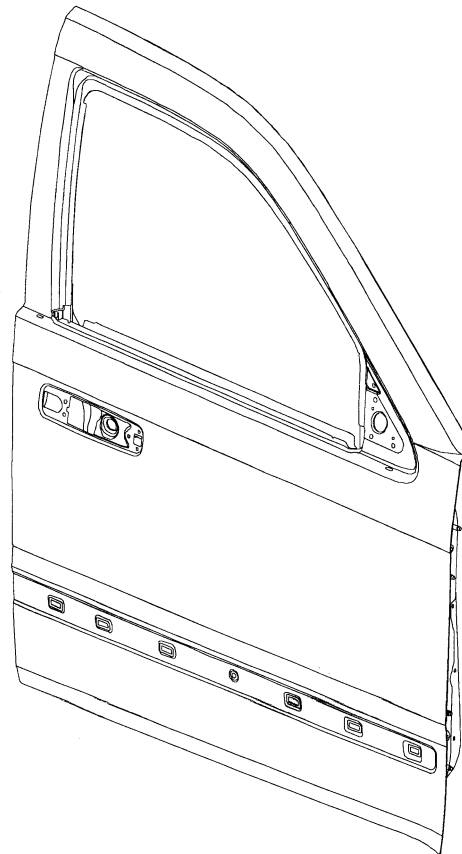


- |    |  |    |                                    |
|----|--|----|------------------------------------|
| AA | PANEL – FRT DOOR OTR RT –                    | AF | STUD PLATE – DOOR HINGE MTG STUD – |
| AB | PANEL – FRT DOOR INR RT –                    | AG | STUD PLATE – DOOR UPR LT –         |
| AC | REINF – FRT DOOR LATCH RT –                  | AH | REINF – FRT DOOR OTR BELT RT –     |
| AD | CHANEL ASSY – FRT DOOR GLASS RUN LWR RR RT – | AJ | BEAM – IMPACT FRT DOOR RT –        |
| AE | REINF – DOOR ARMREST BRACKET –               |    |                                    |

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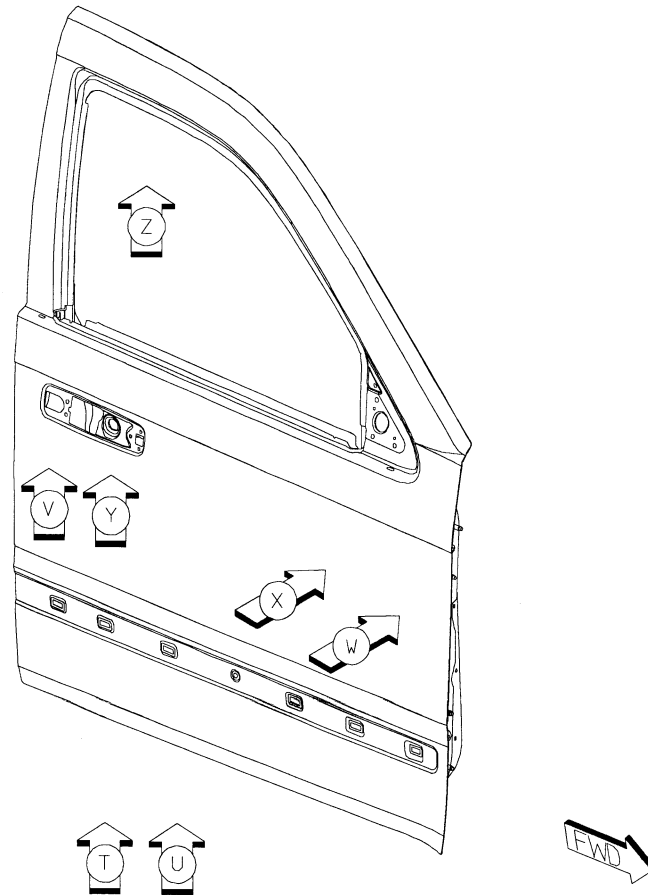
## PARTS IDENTIFICATION LEGEND, OVERVIEW 14

AA	PANEL – FRT DOOR OTR RT –	AF	STUD PLATE – DOOR HINGE MTG STUD –
AB	PANEL – FRT DOOR INR RT –	AG	STUD PLATE – DOOR UPR LT –
AC	REINF – FRT DOOR LATCH RT –	AH	REINF – FRT DOOR OTR BELT RT –
AD	CHANEL ASSY – FRT DOOR GLASS RUN LWR RR RT –	AJ	BEAM – IMPACT FRT DOOR RT –
AE	REINF – DOOR ARMREST BRACKET –		



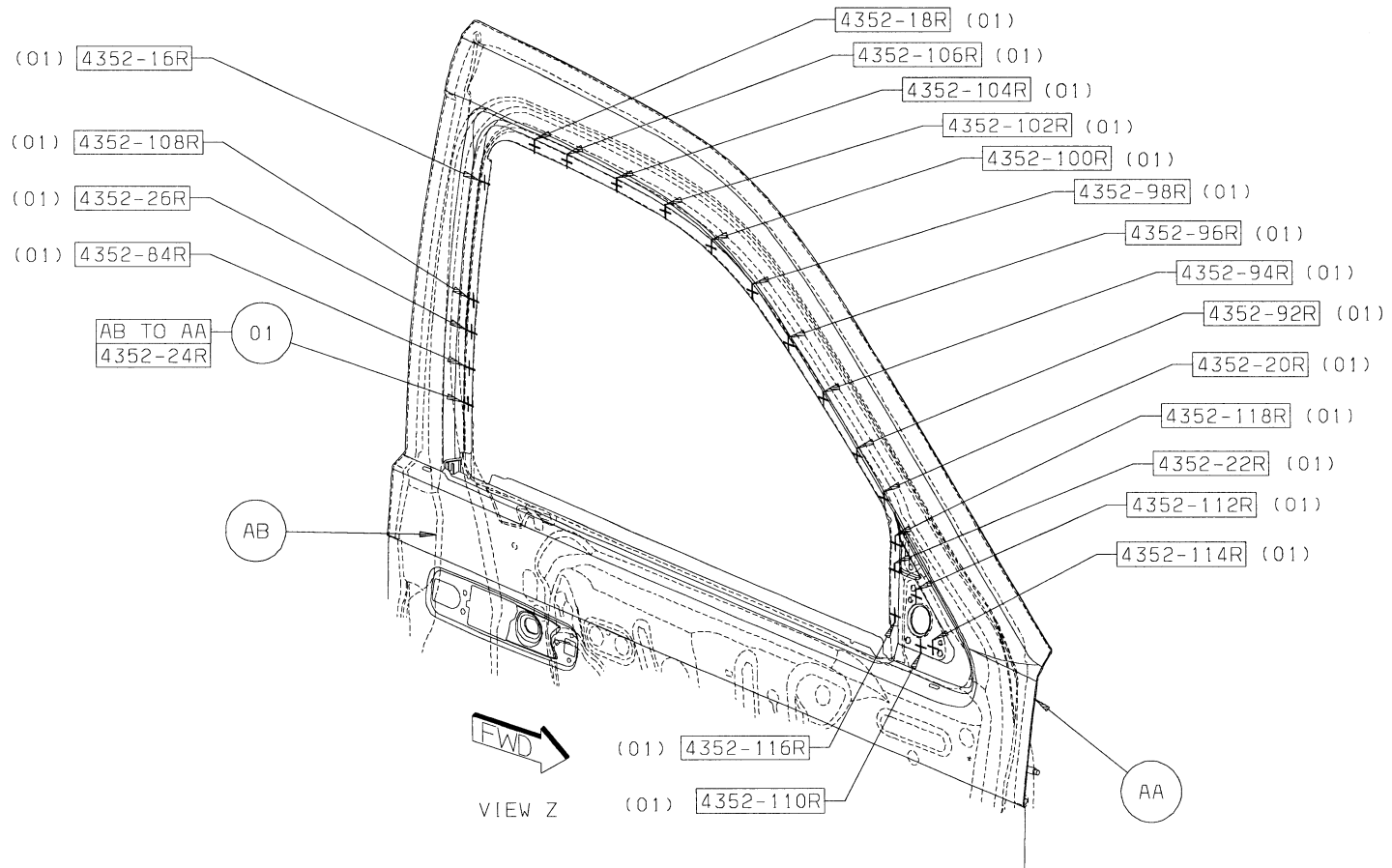
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## WELD LAYOUT LOCATION GUIDE



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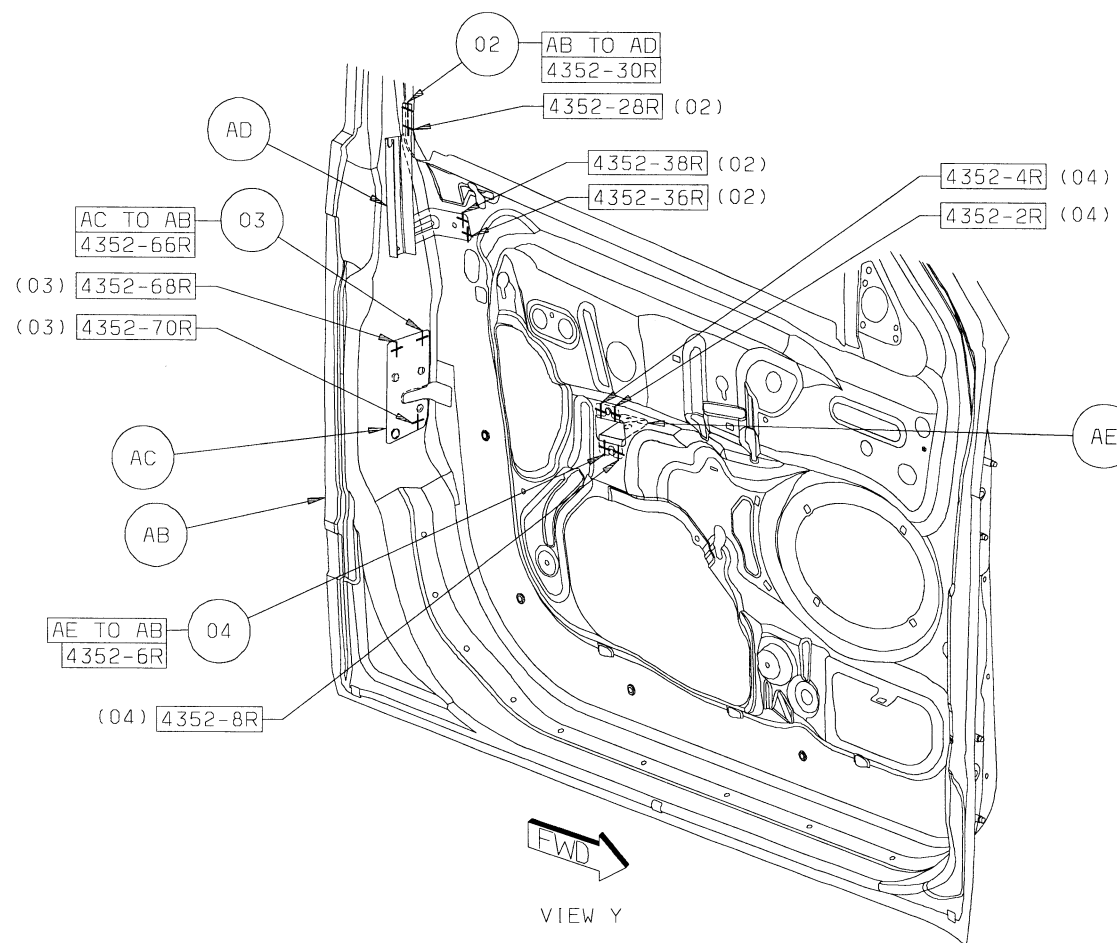
1 AB TO AA 21/SD S/WELDS



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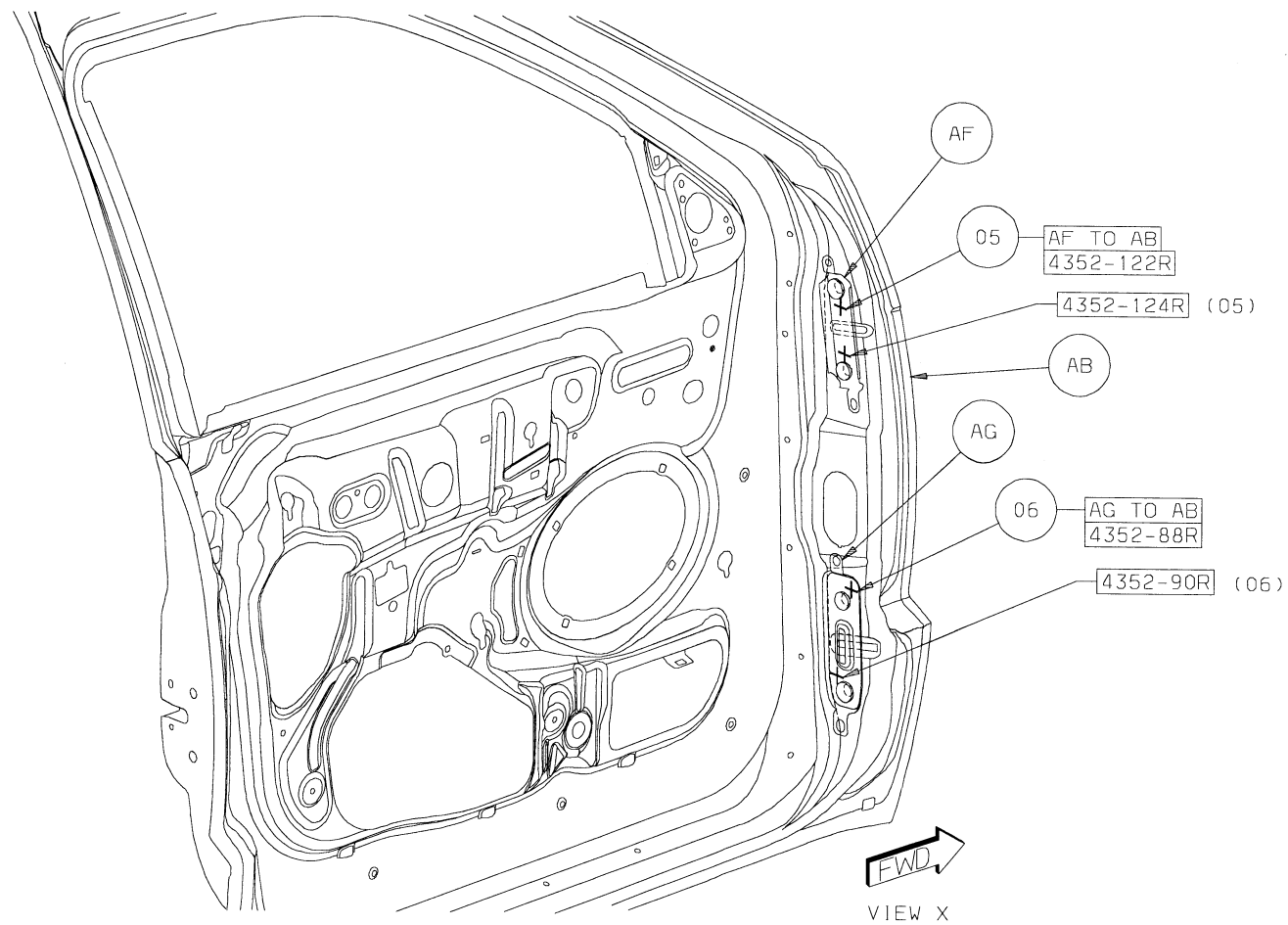


- 2 AB TO AD 4/SD S/WELDS
- 3 AC TO AB 3/SD S/WELDS
- 4 AE TO AB 4/SD S/WELDS



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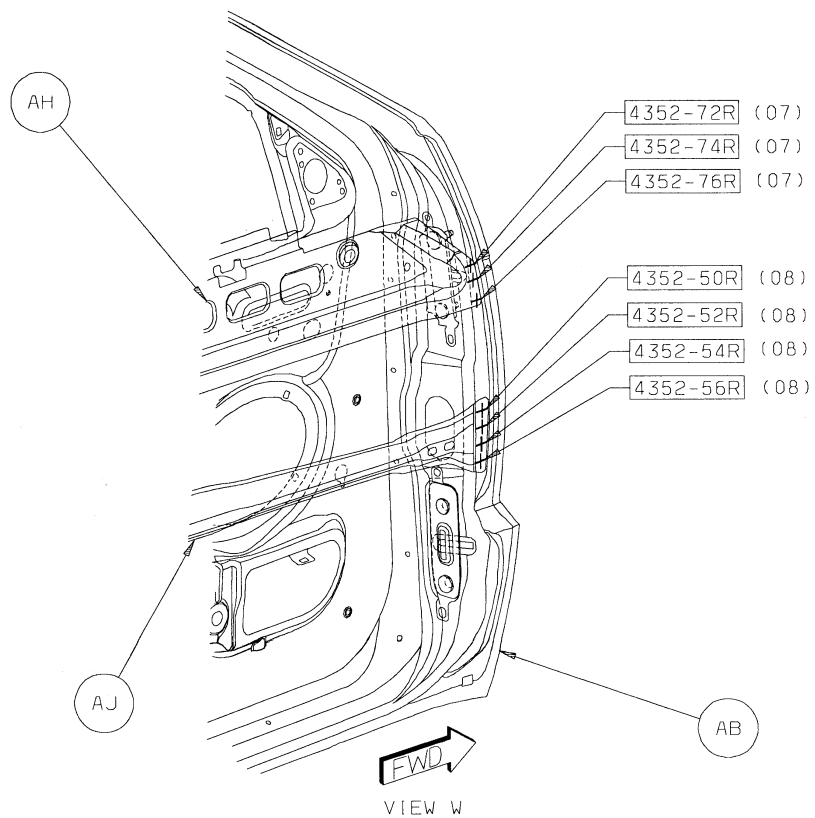
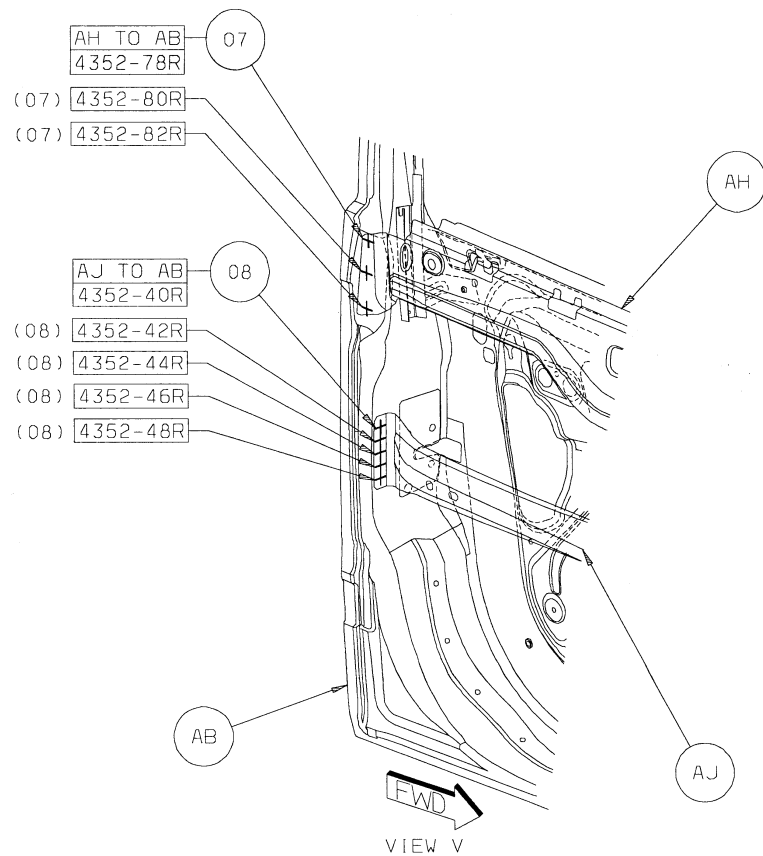
- 5 AF TO AB 2/SD S/WELDS
- 6 AG TO AB 2/SD S/WELDS



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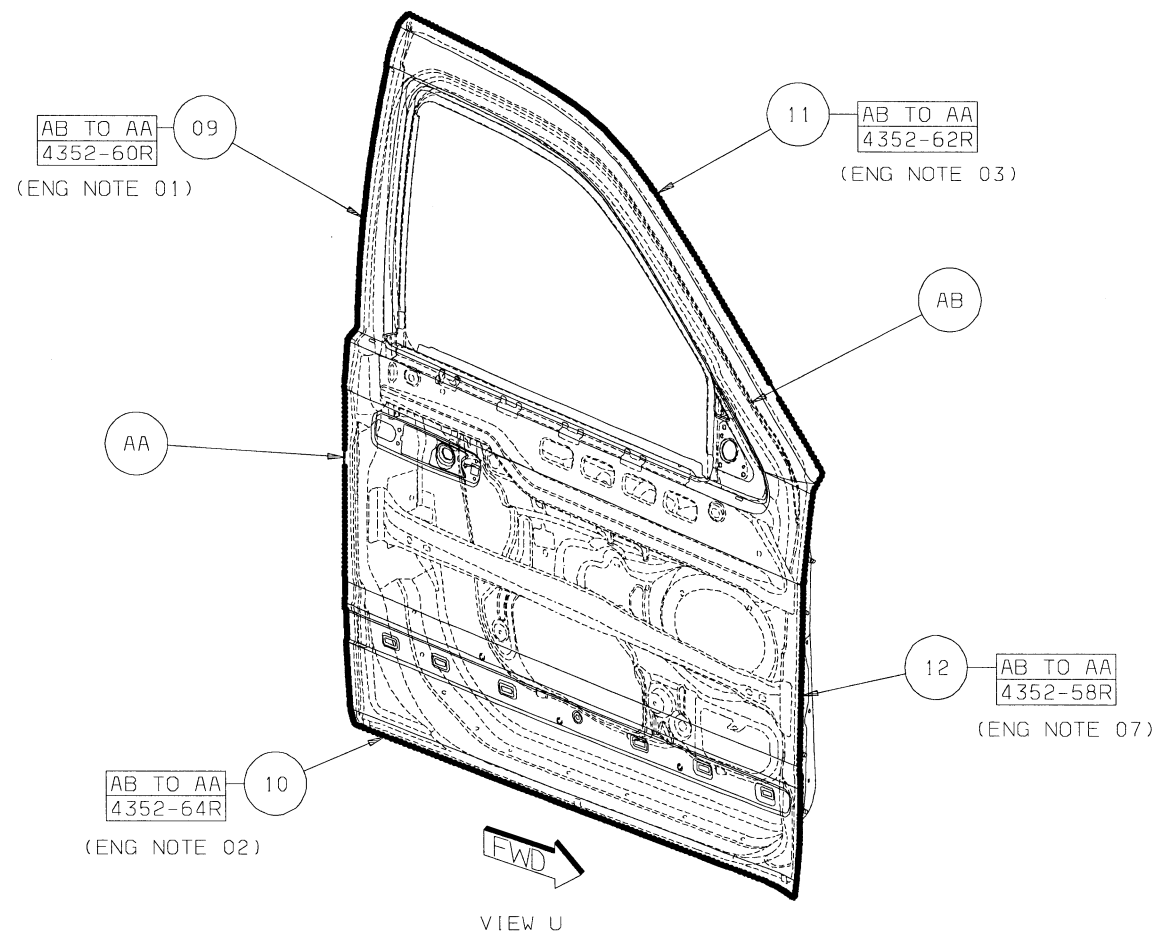
7 AH TO AB 6/SD S/WELDS

8 AJ TO AB 9/SD S/WELDS



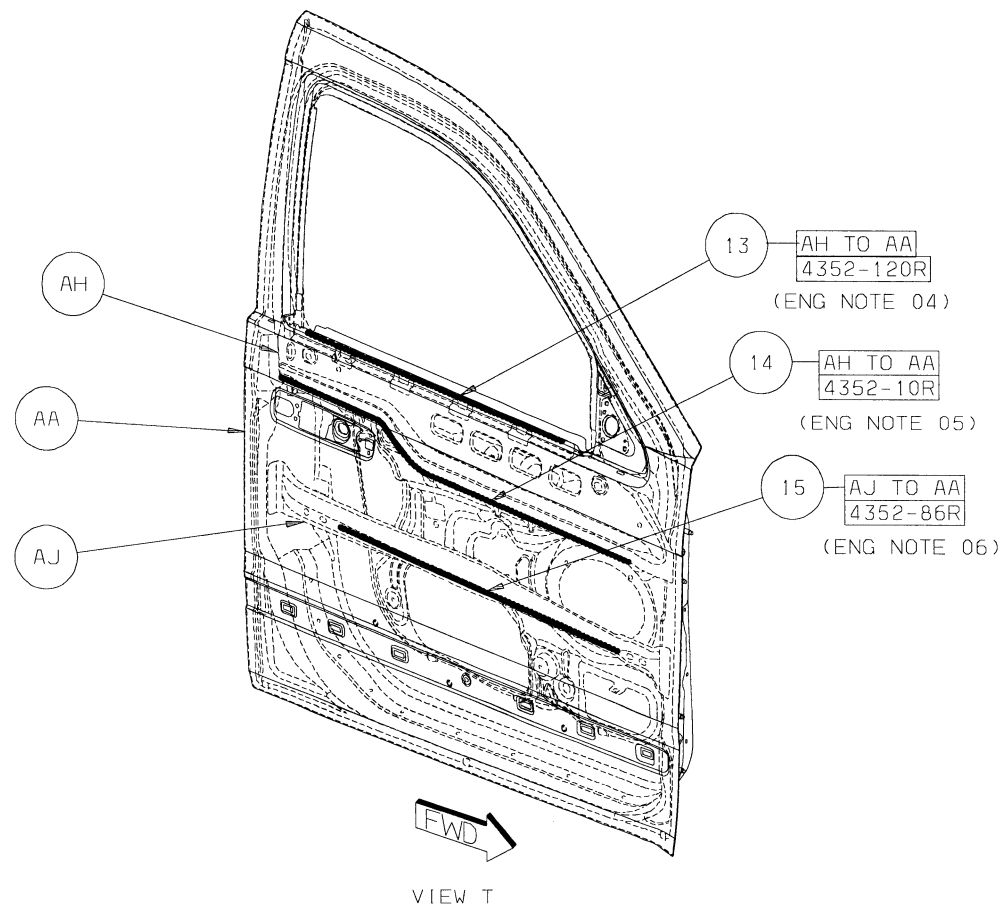
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- 9 AB TO AA 1 STRUC ADH
- 10 AB TO AA 1 STRUC ADH
- 11 AB TO AA 1 STRUC ADH
- 12 AB TO AA 1 STRUC ADH



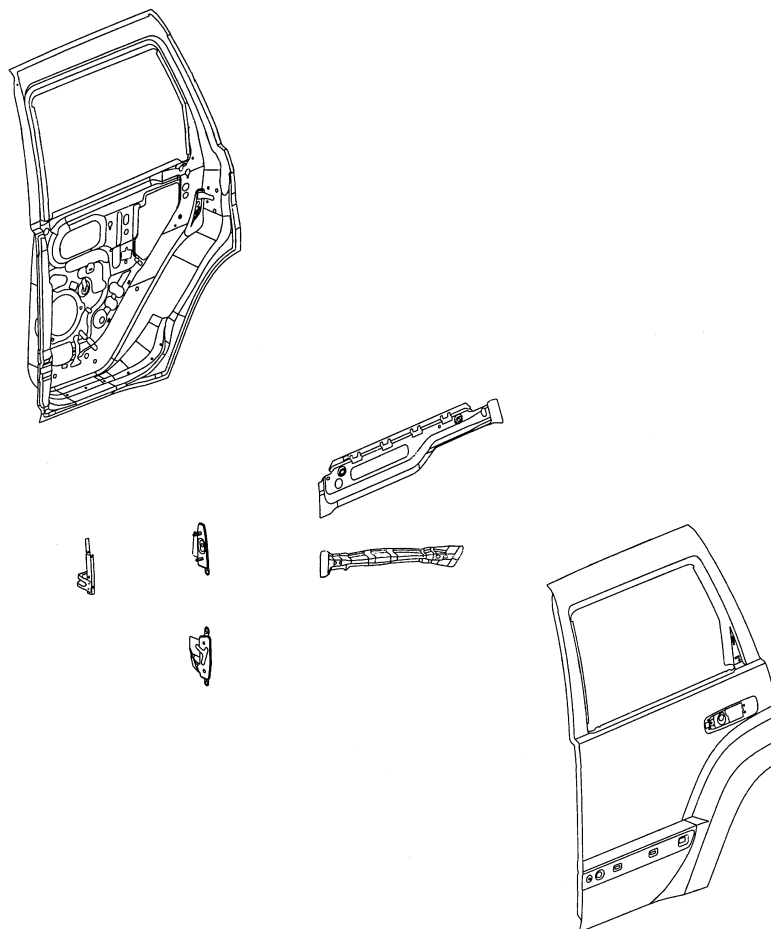
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- 13 AH TO AA 1 STRUC ADH
- 14 AH TO AA 1 STRUC ADH
- 15 AJ TO AA 1 STRUC ADH



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## GRAND CHEROKEE REAR DOOR SECTION



AA PANEL – RR DOOR INR RT –  
 AA PANEL – RR DOOR INR LT –  
 AB PANEL – RR DOOR OTR RT –  
 AB PANEL – RR DOOR OTR LT –  
 AC REINF – RR DOOR OTR BELT RT –  
 AC REINF – RR DOOR OTR BELT LT –  
 AD STUD PLATE – DOOR HINGE MTG LT –

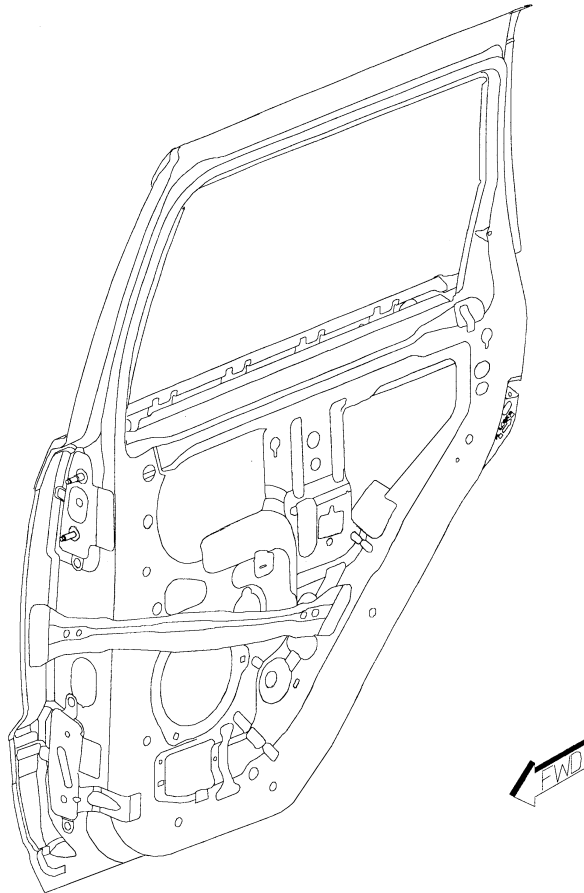
AE BEAM – IMPACT RR DOOR RT –  
 AE BEAM – IMPACT RR DOOR LT –  
 AF CHANNEL ASSY – RR DOOR FRT RT –  
 AF CHANNEL ASSY – RR DOOR FRT LT –  
 AG STUD PLATE – DOOR HINGE MTG RT –  
 AG STUD PLATE – DOOR HINGE MTG LT –  
 AH STUD PLATE – DOOR HINGE MTG RT –

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## PARTS IDENTIFICATION LEGEND, OVERVIEW 15

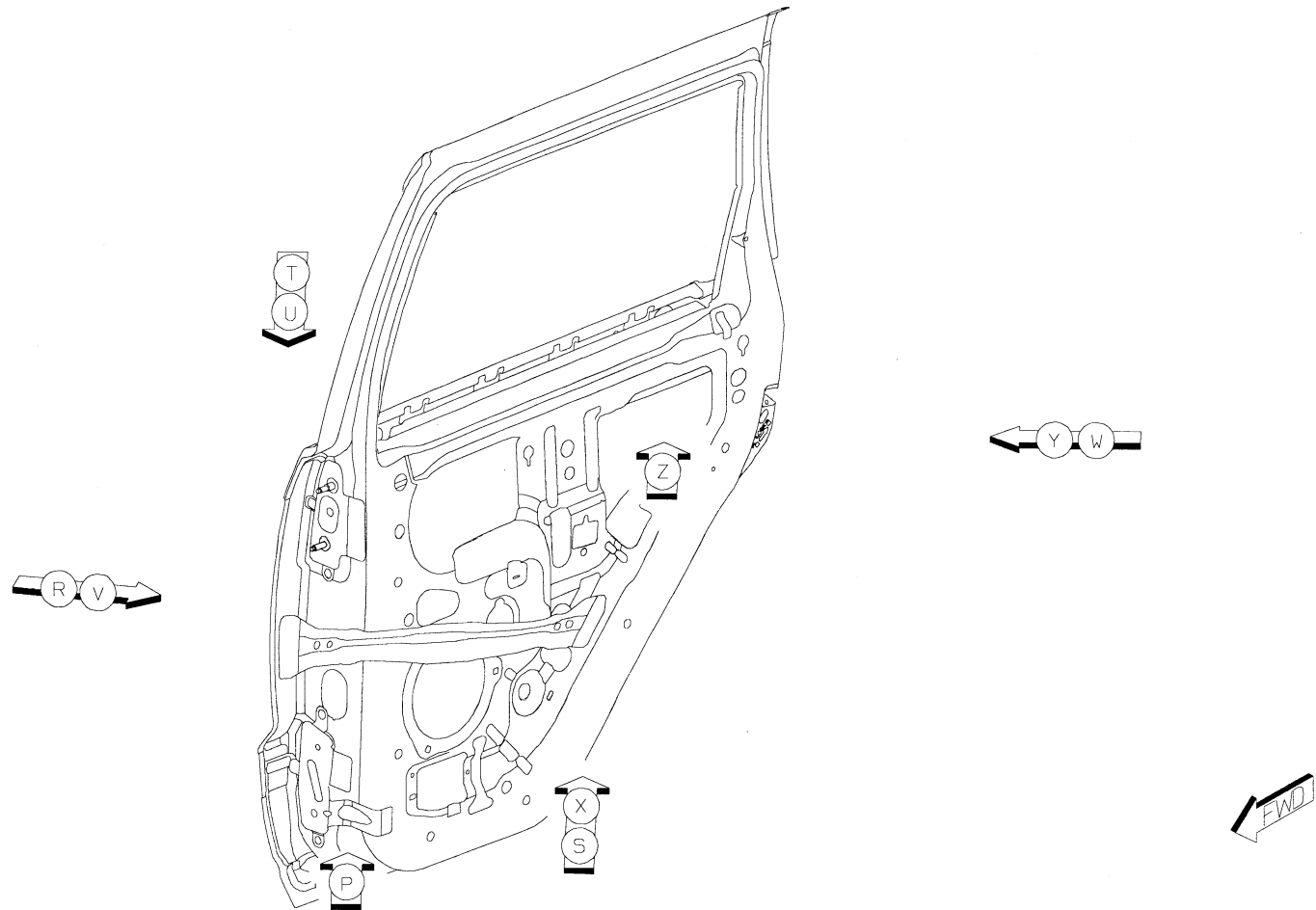
AA PANEL – RR DOOR INR RT –  
AA PANEL – RR DOOR INR LT –  
AB PANEL – RR DOOR OTR RT –  
AB PANEL – RR DOOR OTR LT –  
AC REINF – RR DOOR OTR BELT RT –  
AC REINF – RR DOOR OTR BELT LT –  
AD STUD PLATE – DOOR HINGE MTG LT –

AE BEAM – IMPACT RR DOOR RT –  
AE BEAM – IMPACT RR DOOR LT –  
AF CHANNEL ASSY – RR DOOR FRT RT –  
AF CHANNEL ASSY – RR DOOR FRT LT –  
AG STUD PLATE – DOOR HINGE MTG RT –  
AG STUD PLATE – DOOR HINGE MTG LT –  
AH STUD PLATE – DOOR HINGE MTG RT –



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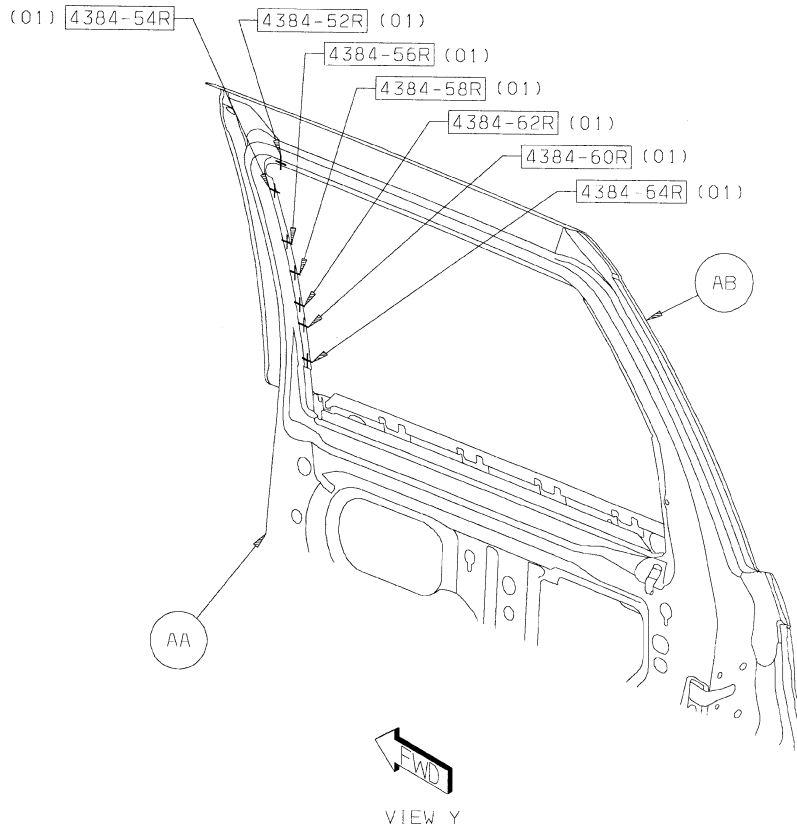
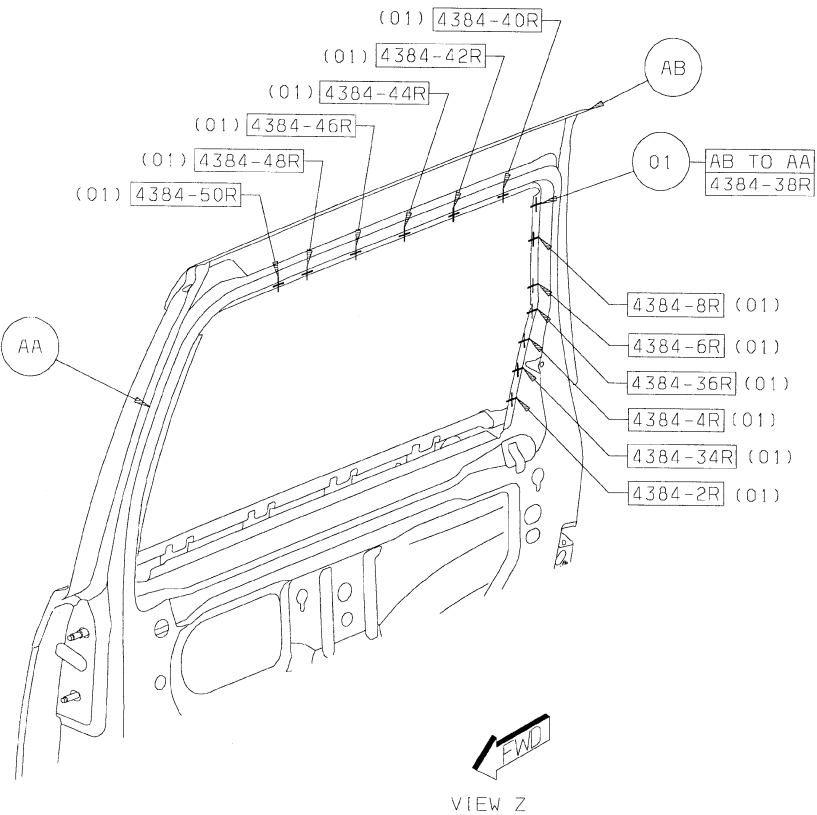
## WELD LAYOUT LOCATION GUIDE



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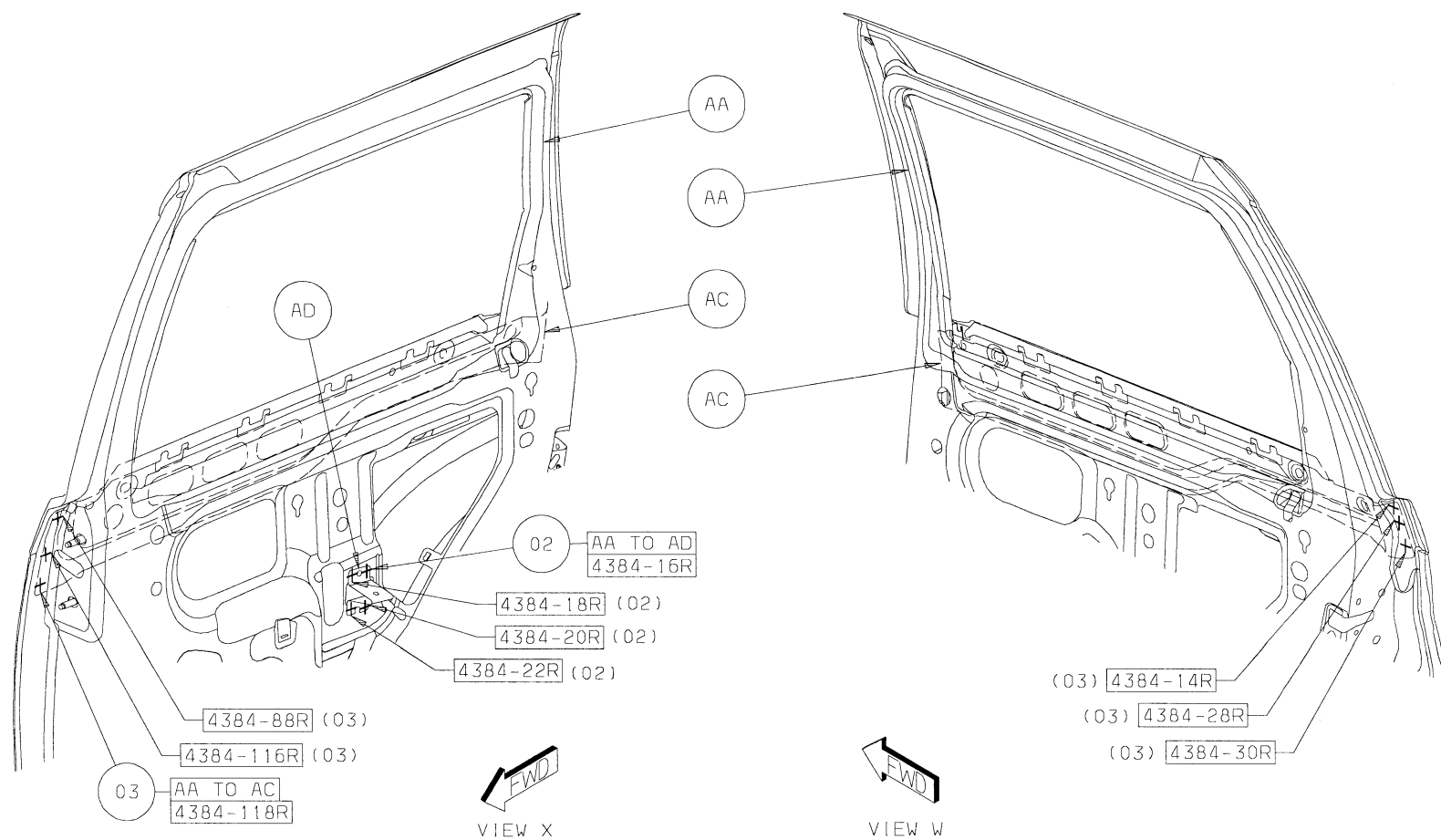


1 AB TO AA 20/SD S/WELD



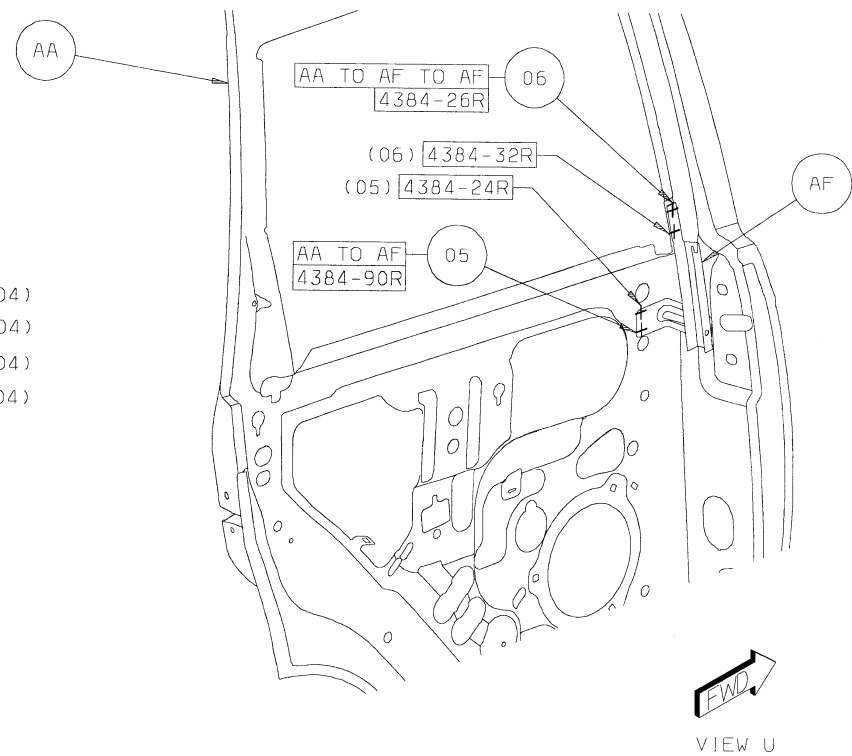
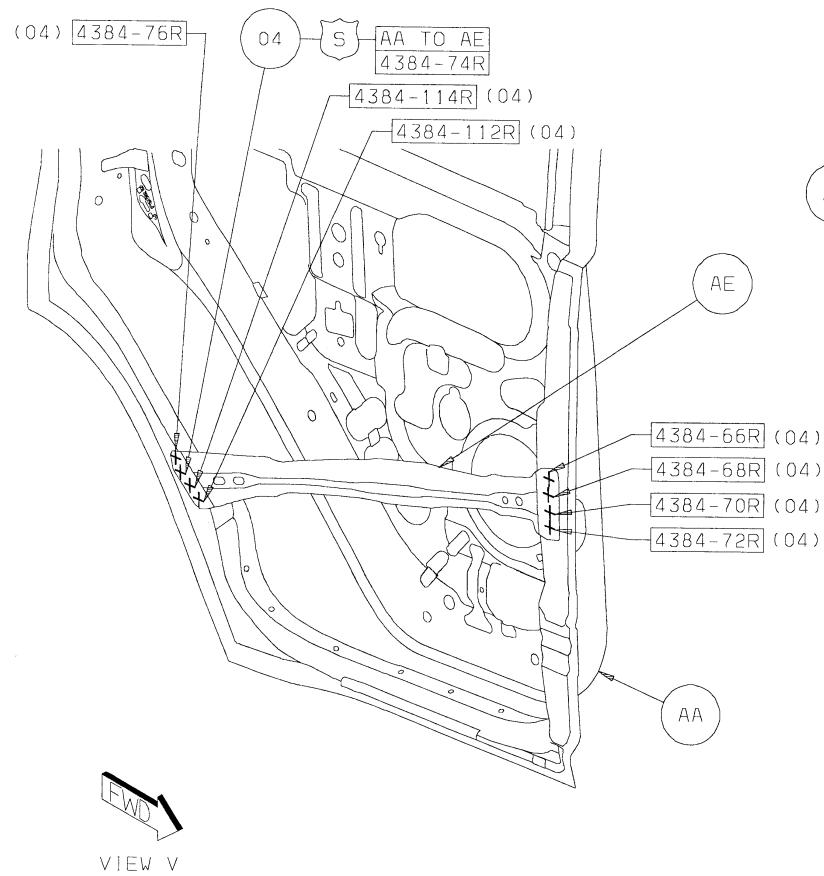
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- 2 AA TO AD 4/SD S/WELD
- 3 AA TO AC 6 S/WELD



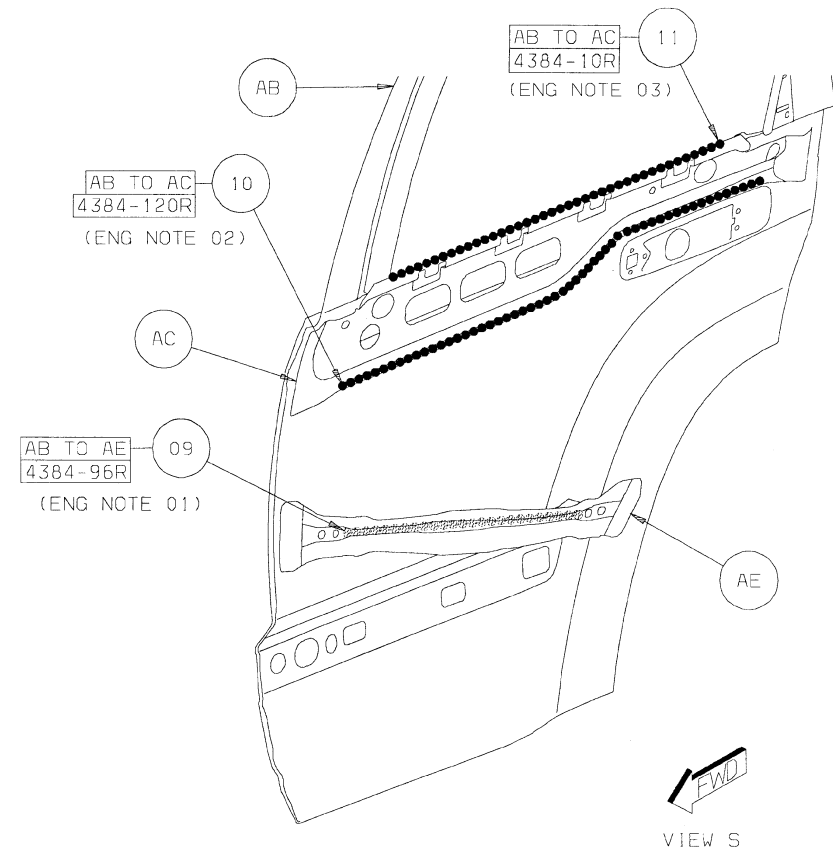
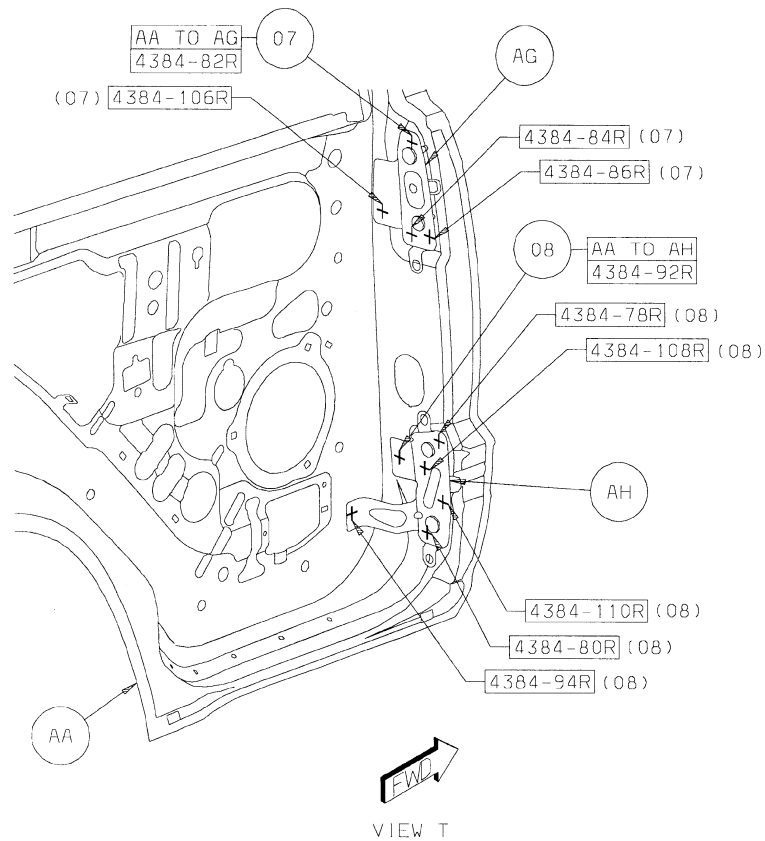
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- 4 AA TO AE 8/SD S/WELD
- 5 AA TO AF 2/SD S/WELD
- 6 AA TO AF TO AF 2/SD S/WELD



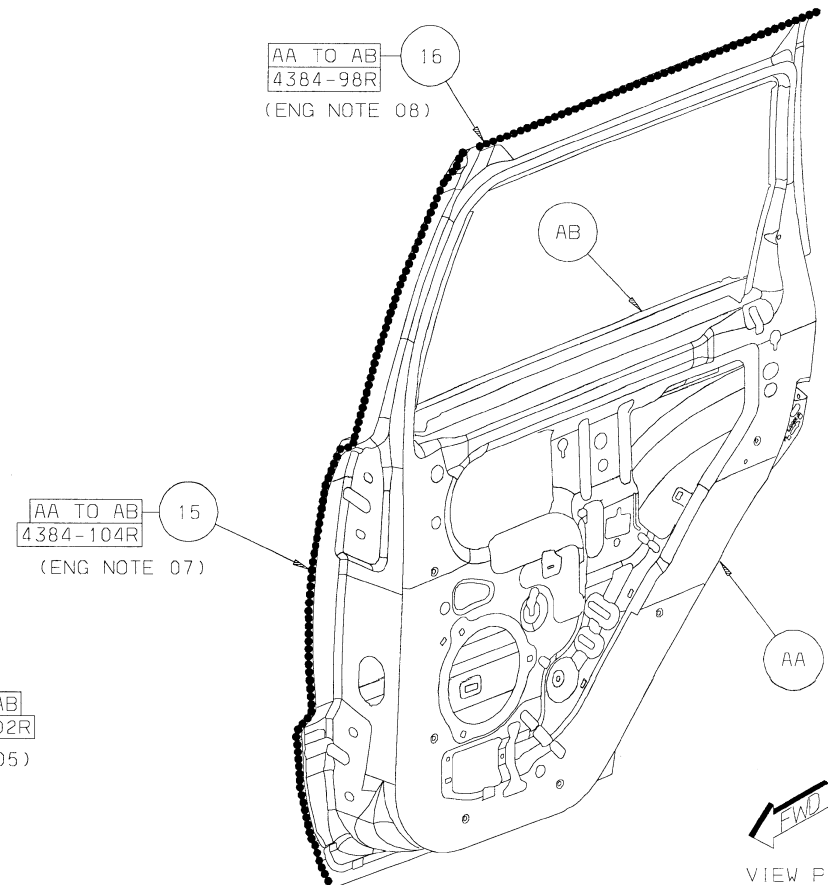
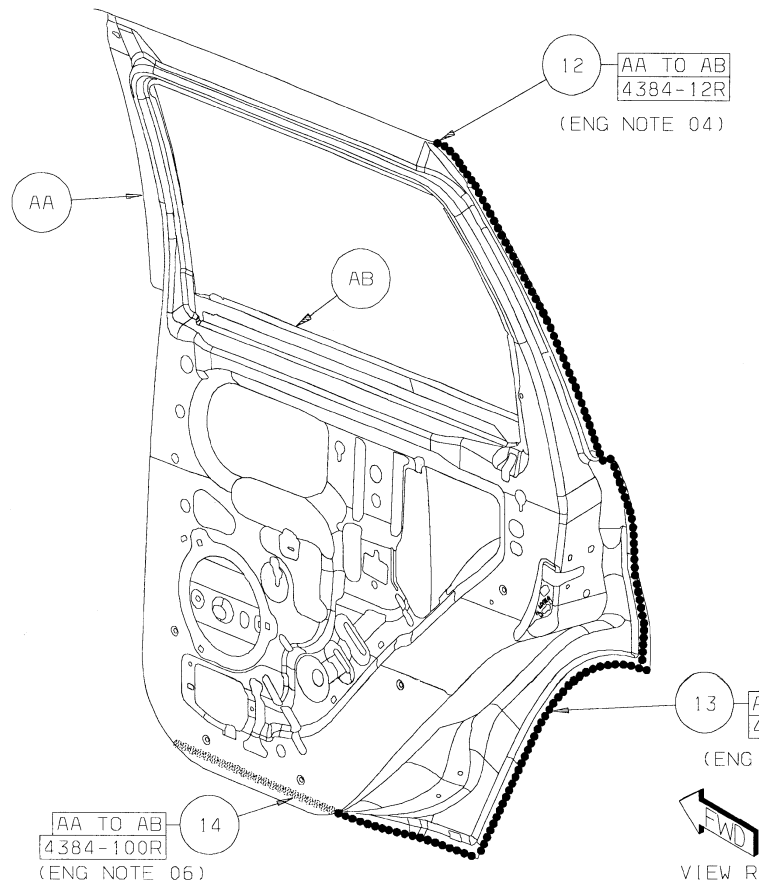
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- 7 AA TO AG 4/SD S/WELD
- 8 AA TO AH 6/SD S/WELD
- 9 AB TO AE 1/SD ADH
- 10 AB TO AC 1/SD ADH
- 11 AB TO AC 1/SD ADH



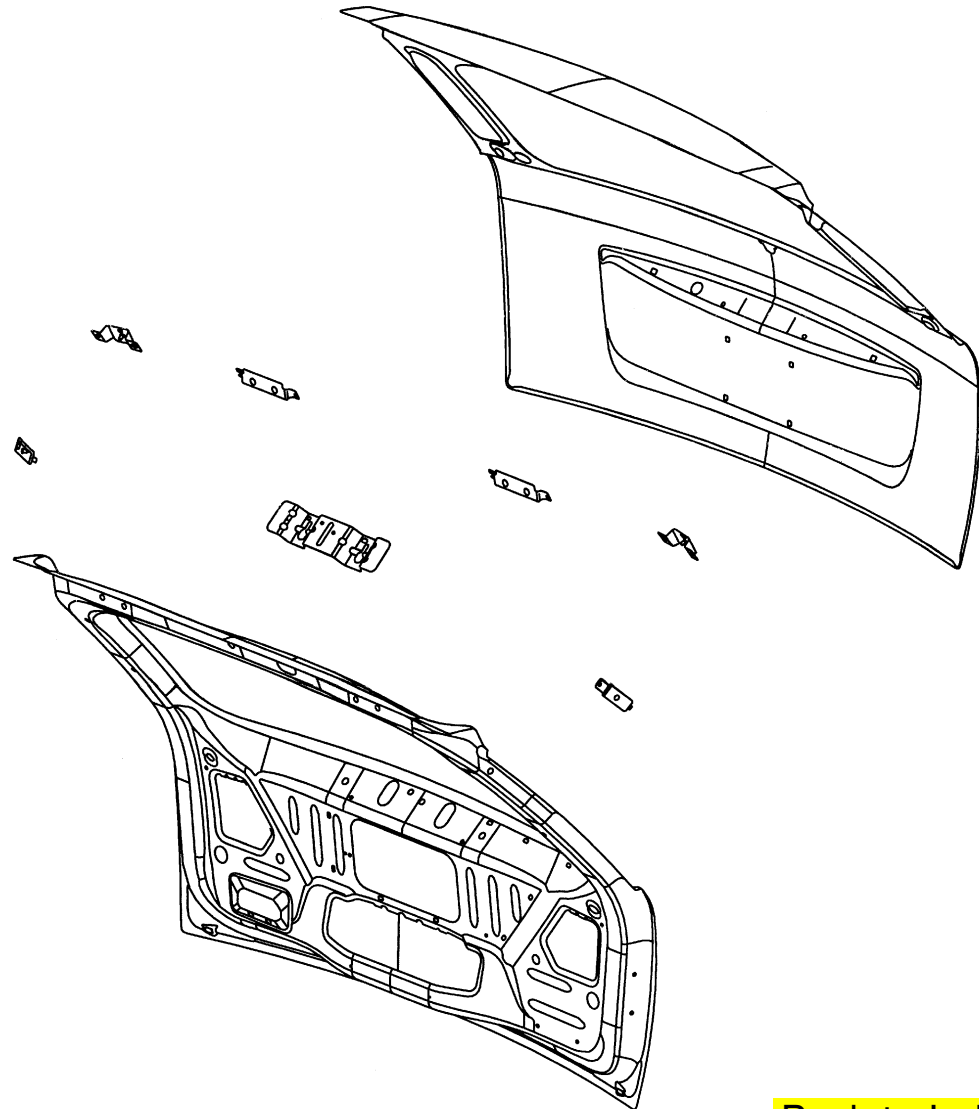
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- 12 AA TO AB 1/SD ADH
- 13 AA TO AB 1/SD ADH
- 14 AA TO AB 1/SD ADH
- 15 AA TO AB 1/SD ADH
- 16 AA TO AB 1/SD ADH



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## GRAND CHEROKEE LIFTGATE SECTION

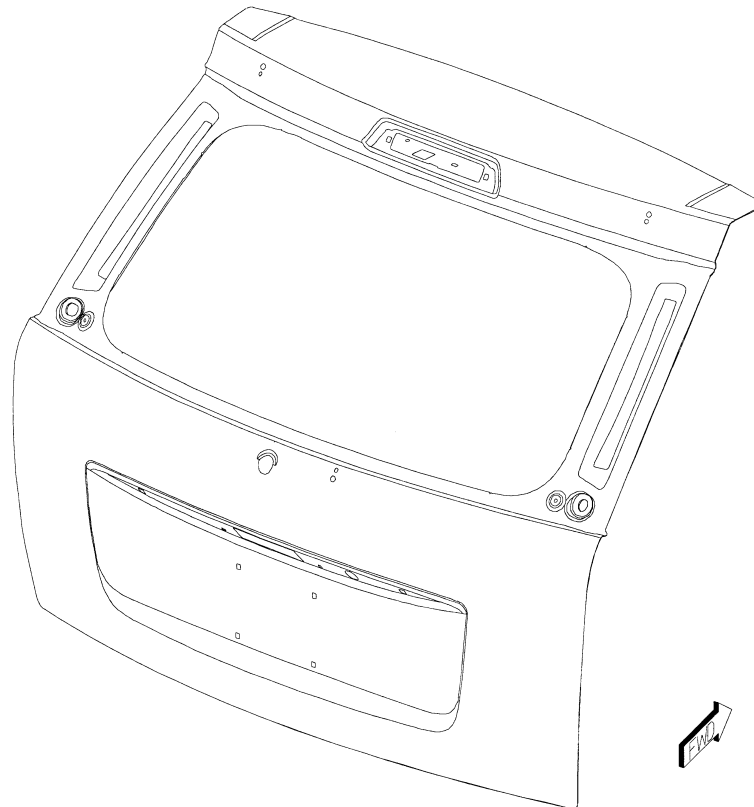


- AA PANEL – LIFTGATE INNER –
- AB TAPPING PLATE – LIFTGATE HINGE MOUNTING –
- AC TAPPING PLATE – LIFTGATE GAS CYLINDER –
- AD REINF – LIFTGATE FLIPPER LATCH –
- AE REINF – LATCH MOUNT LIFT GATE –
- AF PANEL – LIFTGATE OTR –
- AG TAPPING PLATE – FLIPPER HINGE LT –
- AH TAPPING PLATE – FLIPPER HINGE RT –
- AJ BRACKET ASSY – GAS PROP MOUNTING –

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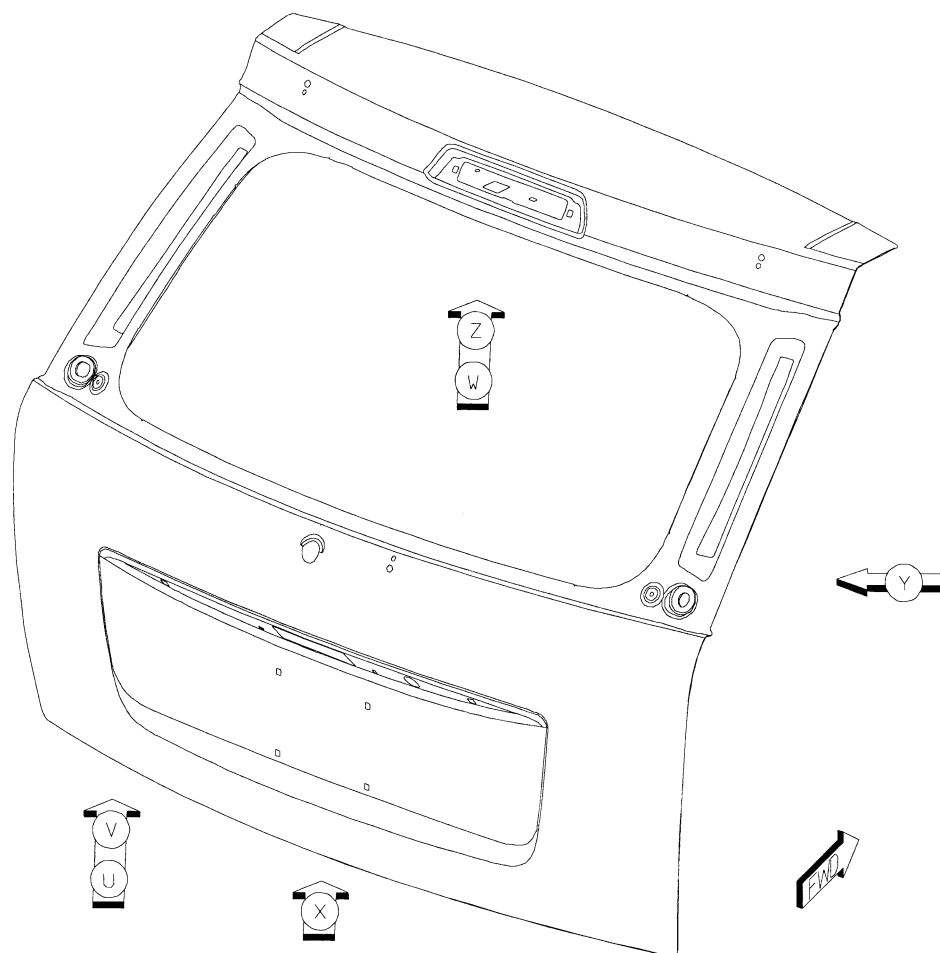
## PARTS IDENTIFICATION LEGEND, OVERVIEW 16

- AA PANEL – LIFTGATE INNER –
- AB TAPPING PLATE – LIFTGATE HINGE MOUNTING –
- AC TAPPING PLATE – LIFTGATE GAS CYLINDER –
- AD REINF – LIFTGATE FLIPPER LATCH –
- AE REINF – LATCH MOUNT LIFT GATE –
- AF PANEL – LTFTGATE OTR –
- AG TAPPING PLATE – FLIPPER HINGE LT –
- AH TAPPING PLATE – FLIPPER HINGE RT –
- AJ BRACKET ASSY – GAS PROP MOUNTING –



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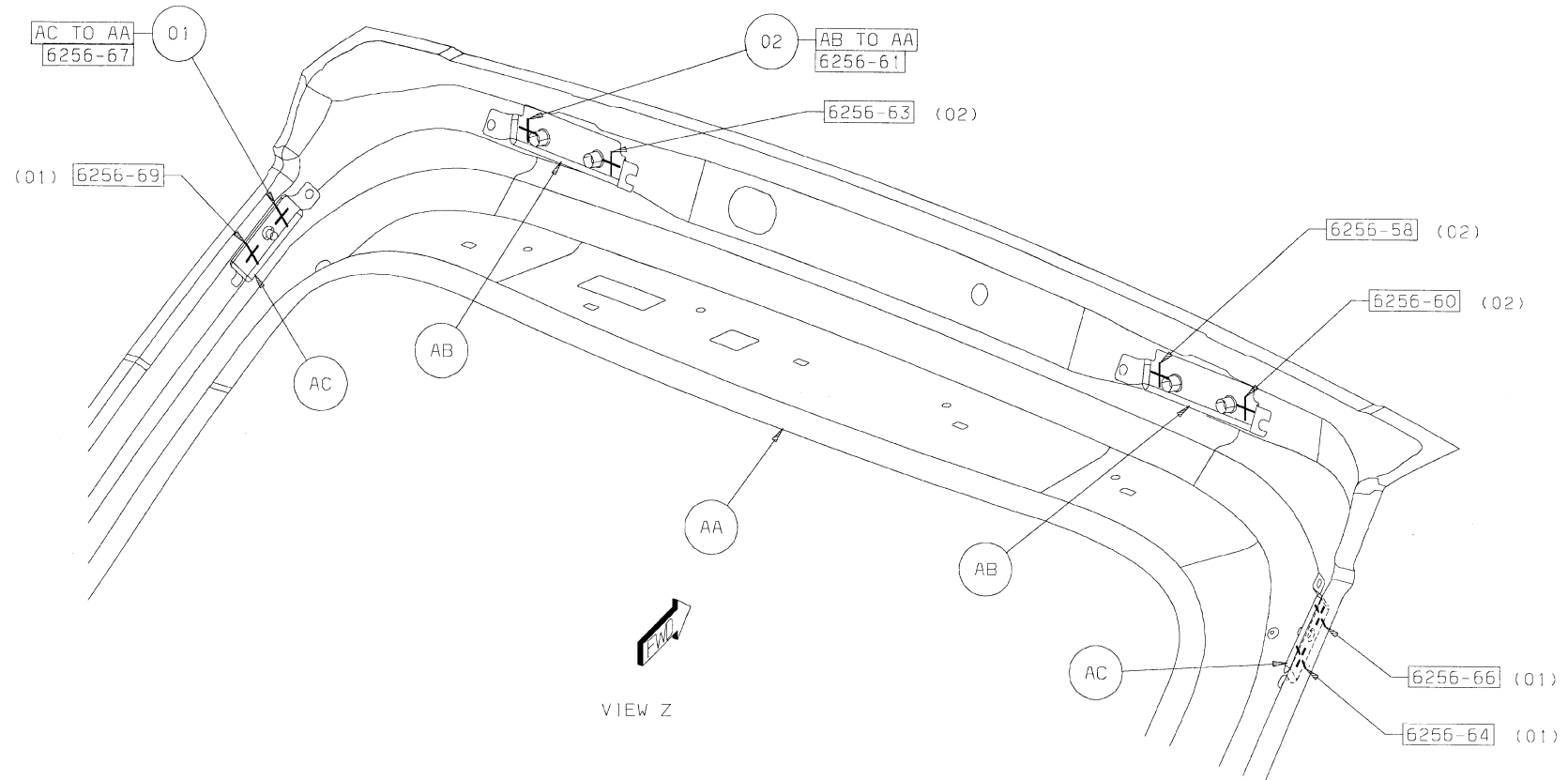
## WELD LAYOUT LOCATION GUIDE



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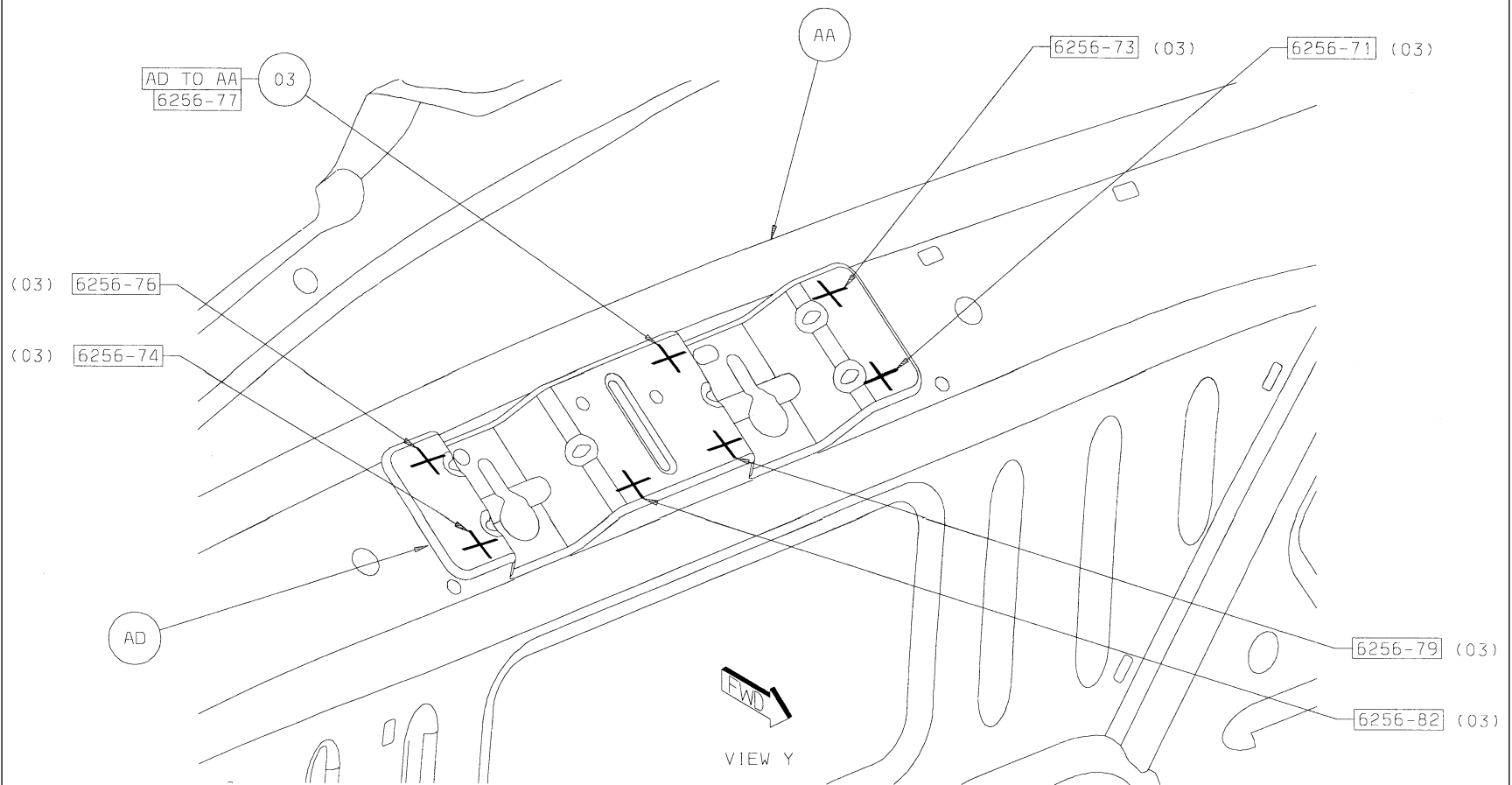


- 1 AC TO AA 4 S/WELDS
- 2 AB TO AA 4 S/WELDS



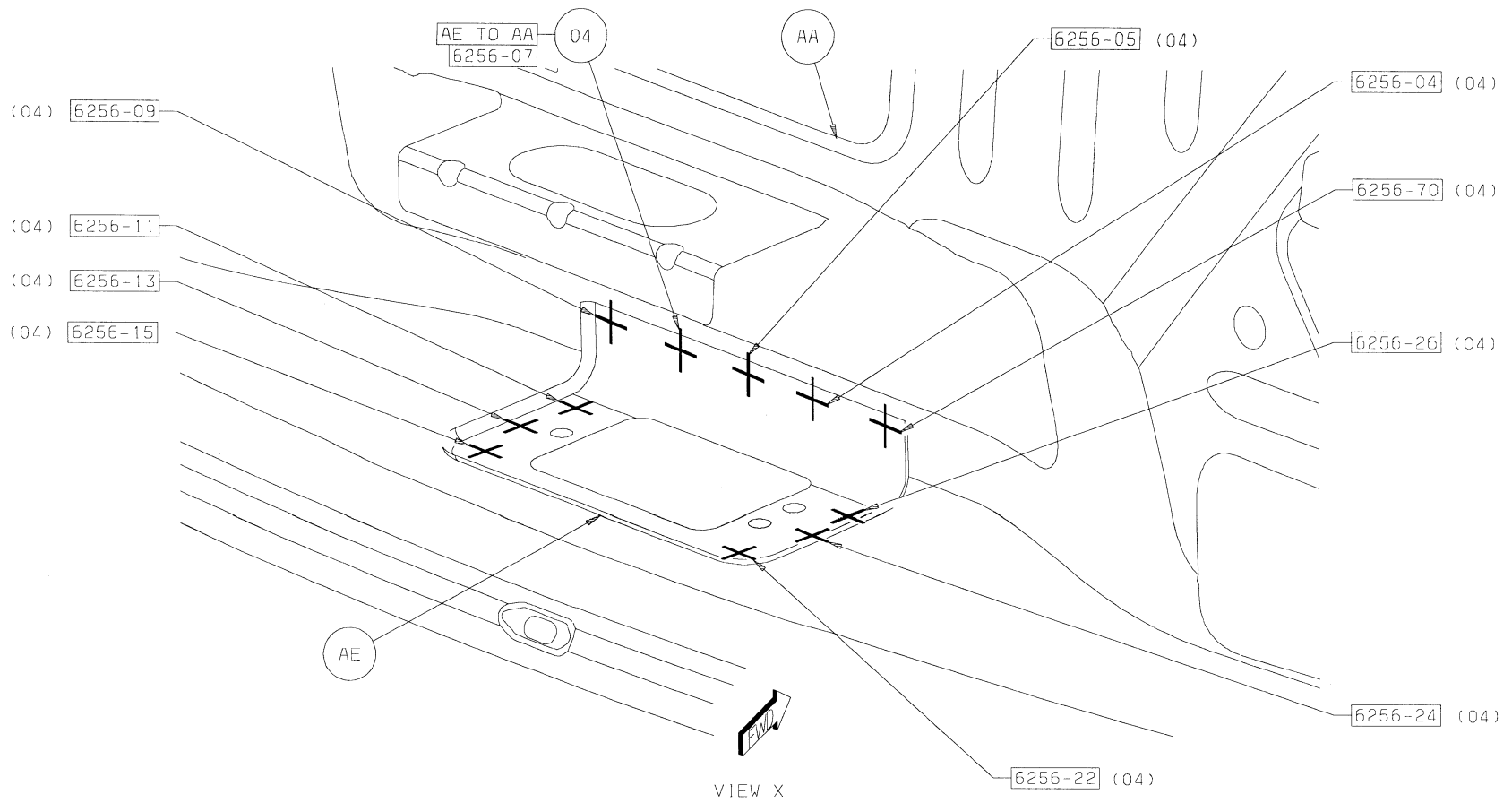
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### 3 AD TO AA 7 SWELDS



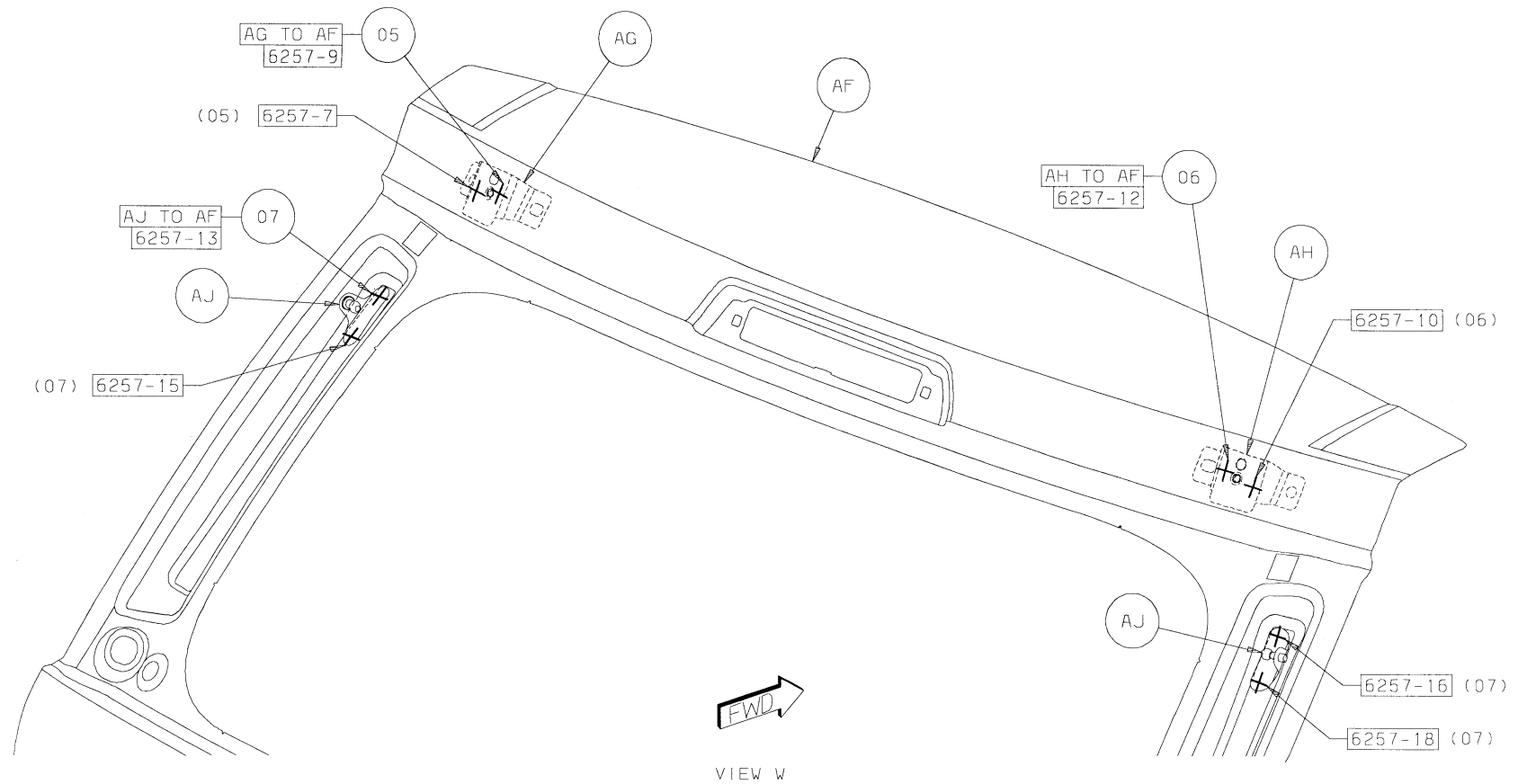
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#### 4 AE TO AA 11 S/WELDS



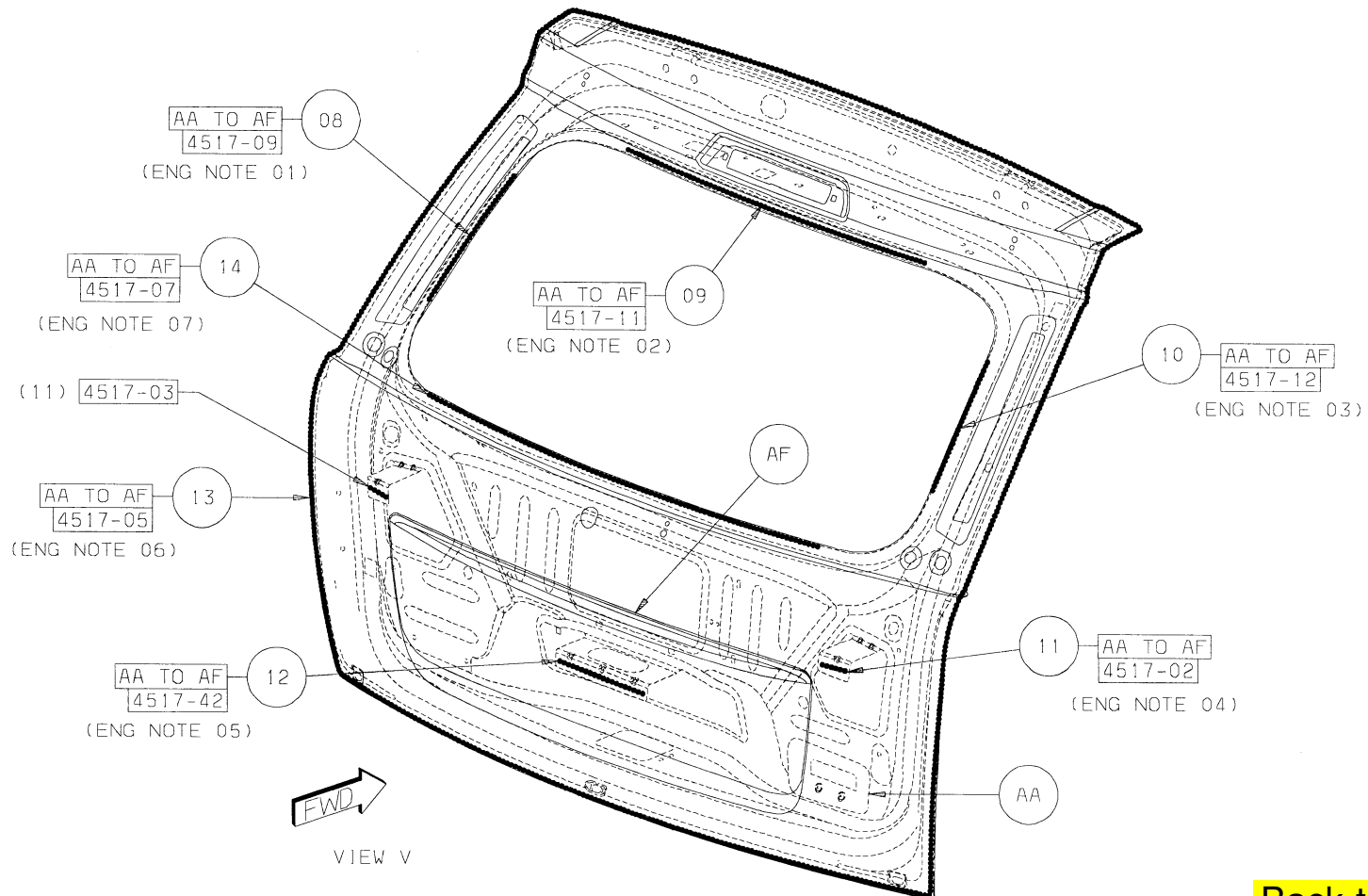
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- 5 AG TO AF 2 S/WELDS
- 6 AH TO AF 2 S/WELDS
- 7 AJ TO AF 4 S/WELDS



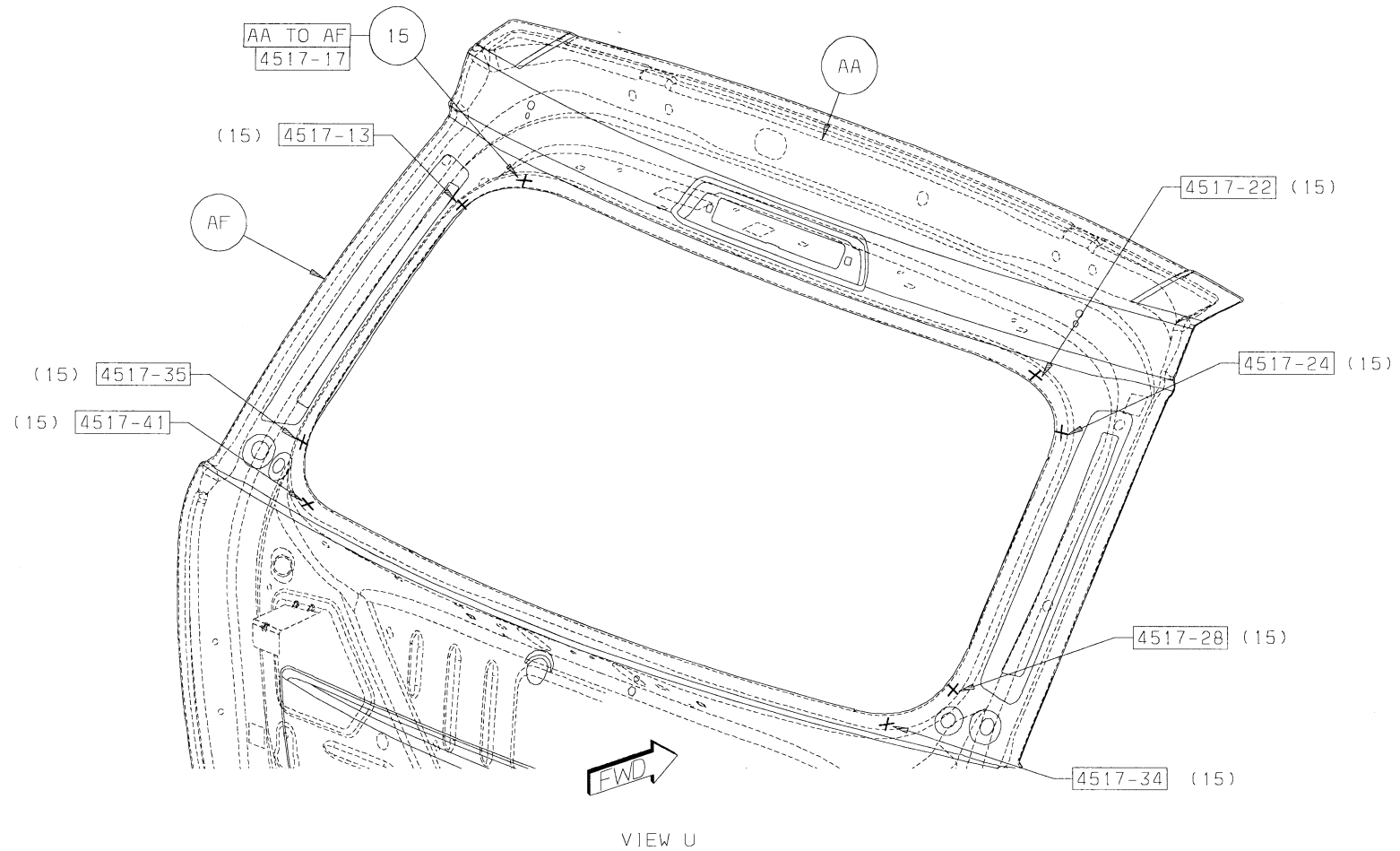
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- 8 AA TO AF 1 STRUC ADH
- 9 AA TO AF 1 STRUC ADH
- 10 AA TO AF 1 STRUC ADH
- 11 AA TO AF 2 STRUC ADH
- 12 AA TO AF 1 STRUC ADH
- 13 AA TO AF 1 STRUC ADH
- 14 AA TO AF 1 STRUC ADH



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15 AA TO AF 8 S/WELDS



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# 90 LINE



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Seventy percent of worldwide car manufacturers use waterborne basecoat finishes, which for a number of reasons makes 90-Line Waterborne the smart choice.

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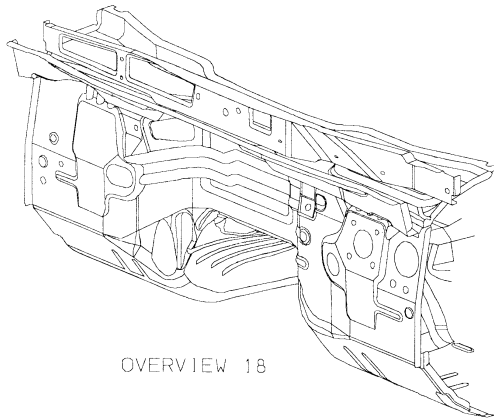
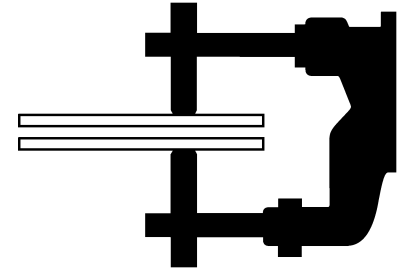


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Products Better™

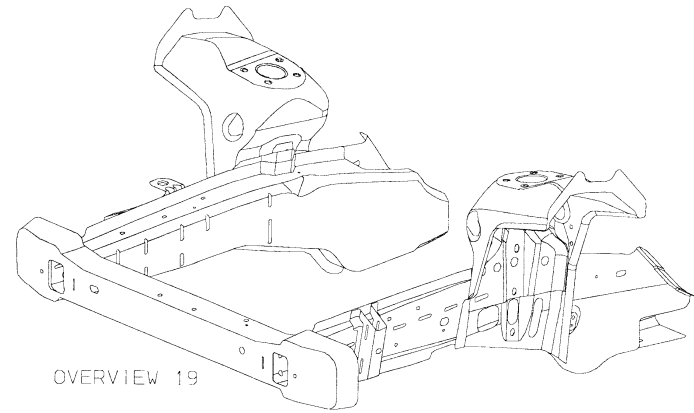
 **BASF**  
The Chemical Company

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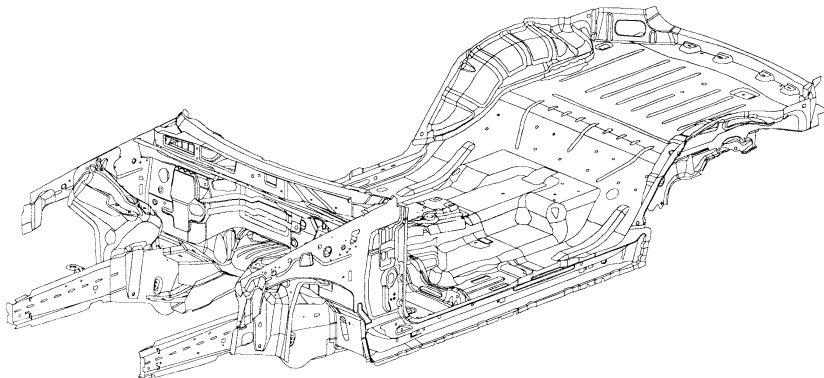
## WELD LOCATION OVERVIEW ZONES



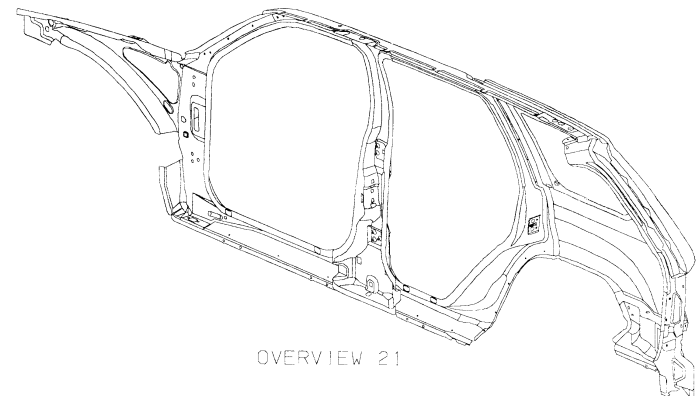
OVERVIEW 18



OVERVIEW 19



OVERVIEW 20

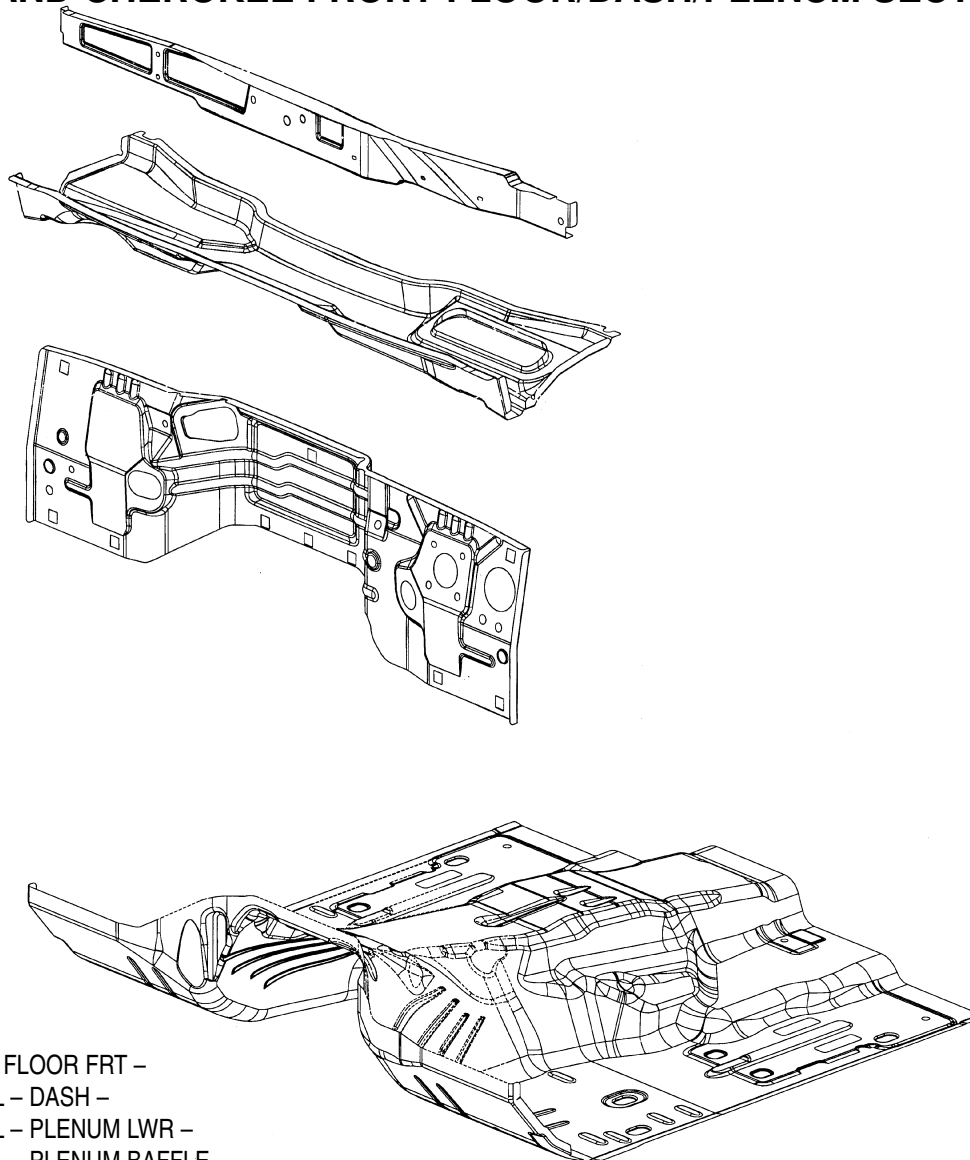


OVERVIEW 21

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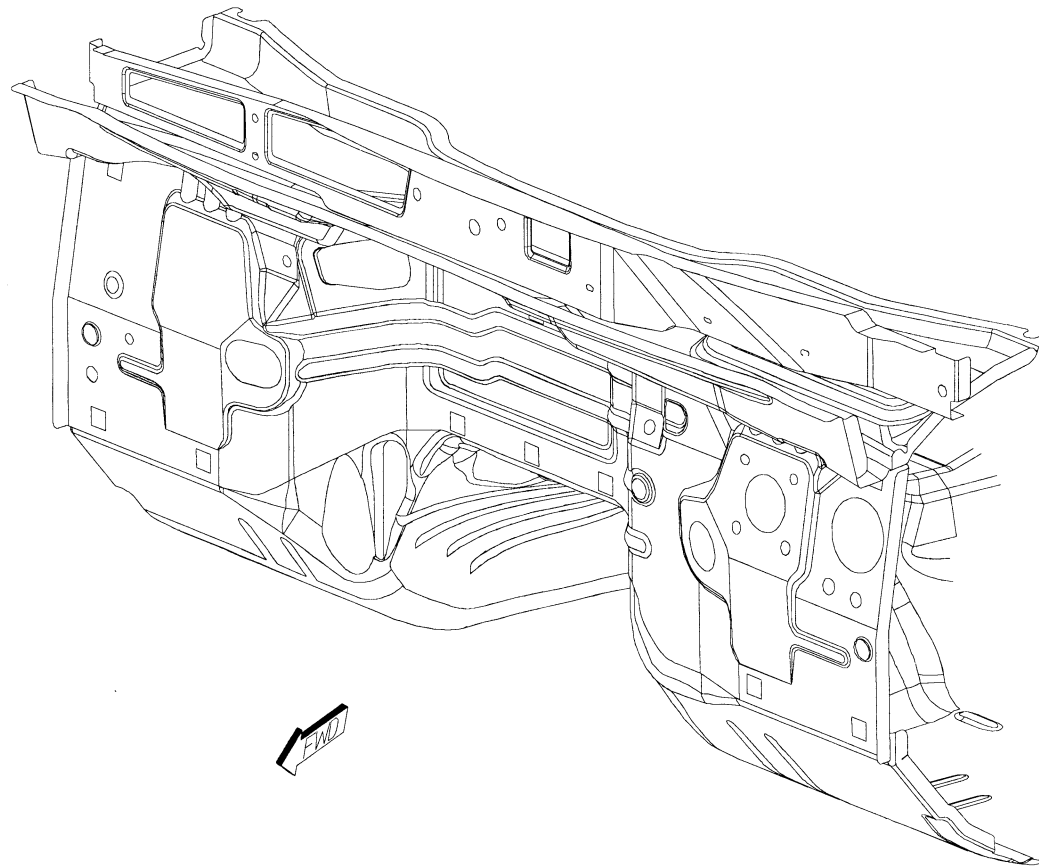
## GRAND CHEROKEE FRONT FLOOR/DASH/PLENUM SECTION



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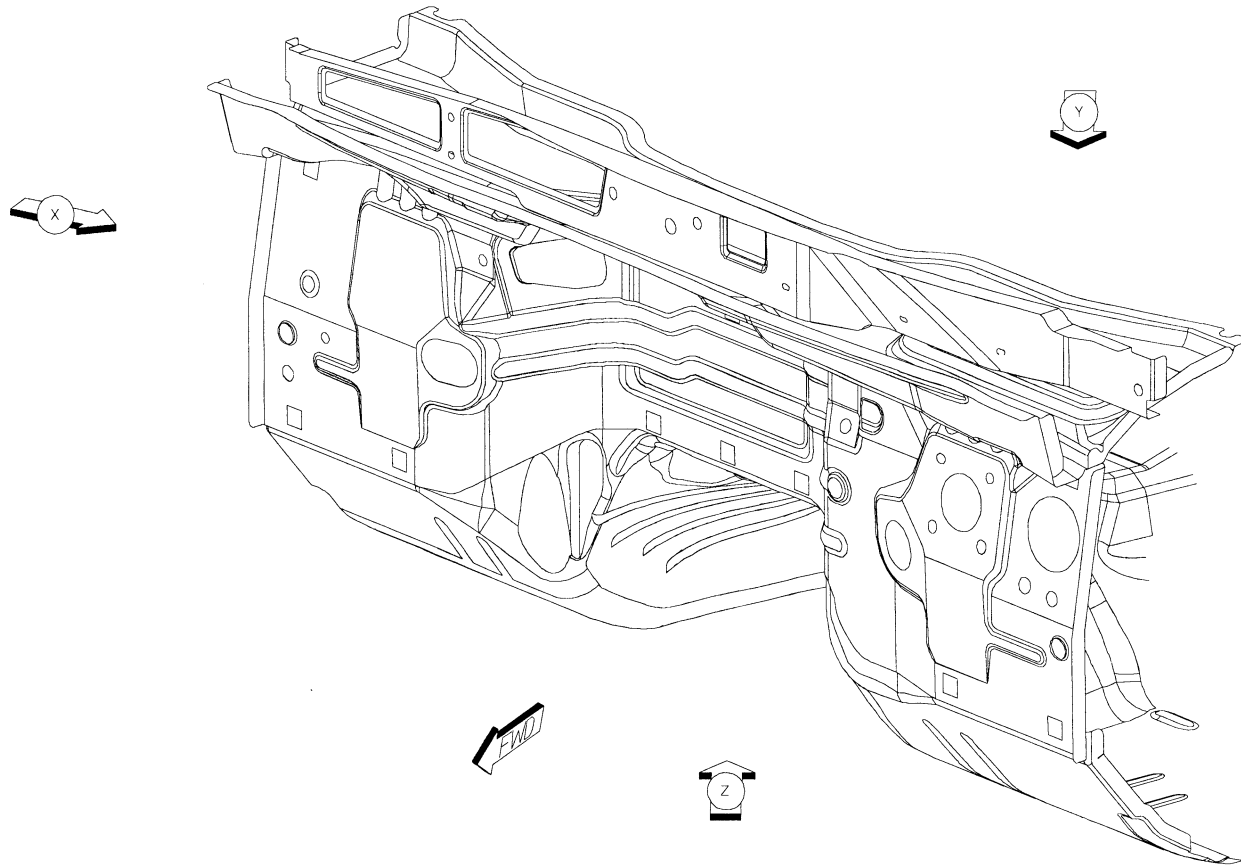
## PARTS IDENTIFICATION LEGEND, OVERVIEW 18

AA PAN - FLOOR FRT -  
AB PANEL - DASH -  
AC PANEL - PLENUM LWR -  
AD PANEL - PLENUM BAFFLE -



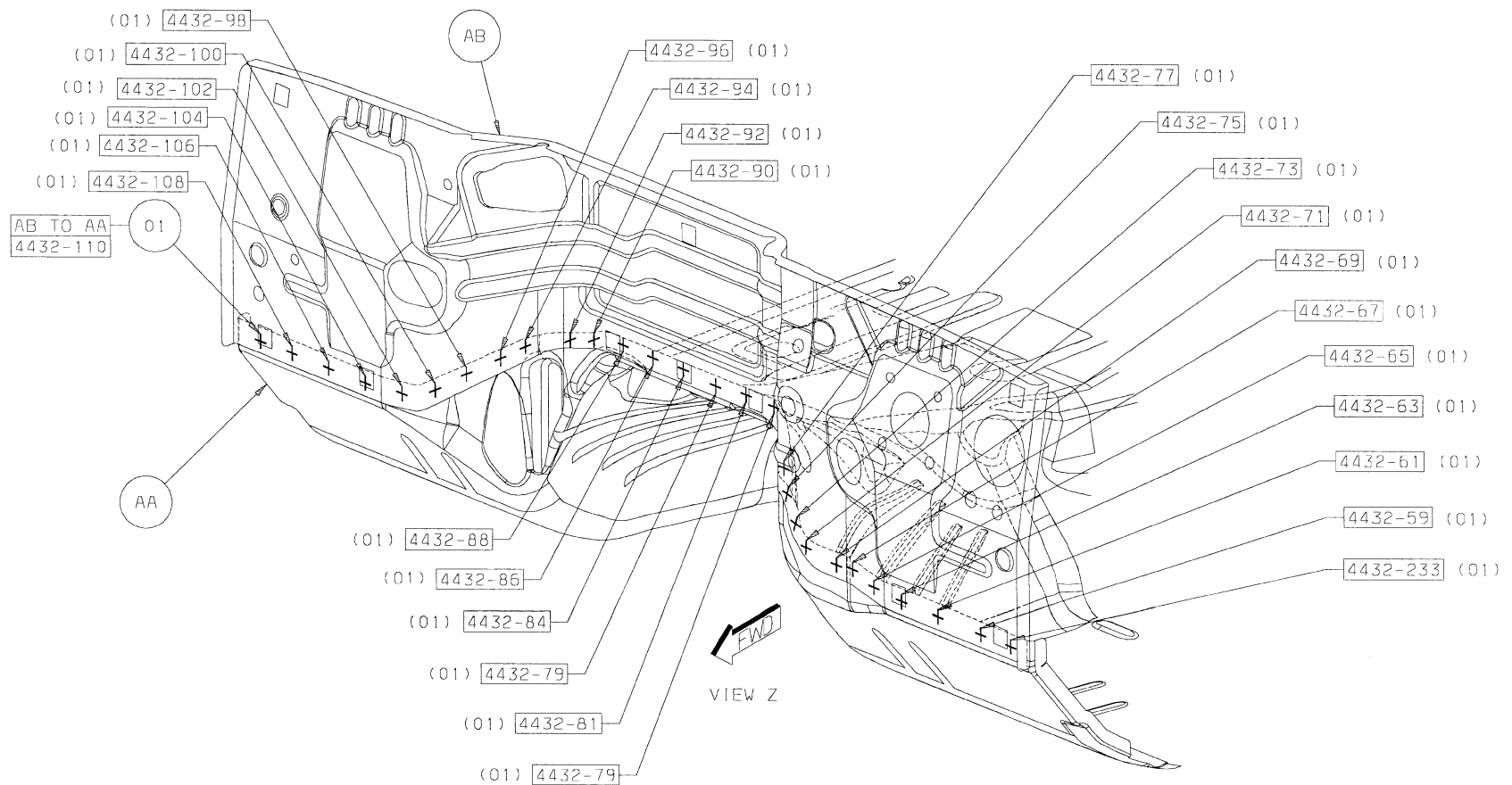
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## WELD LAYOUT LOCATION GUIDE



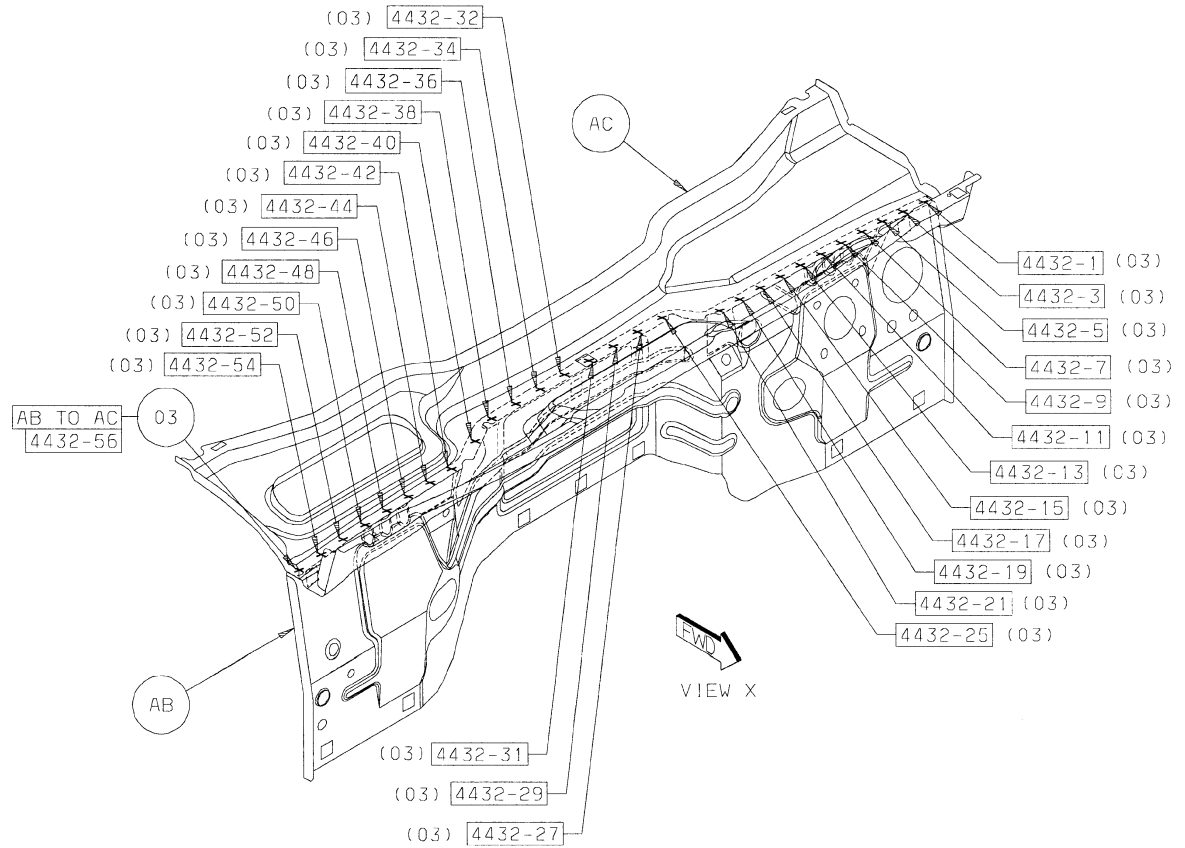
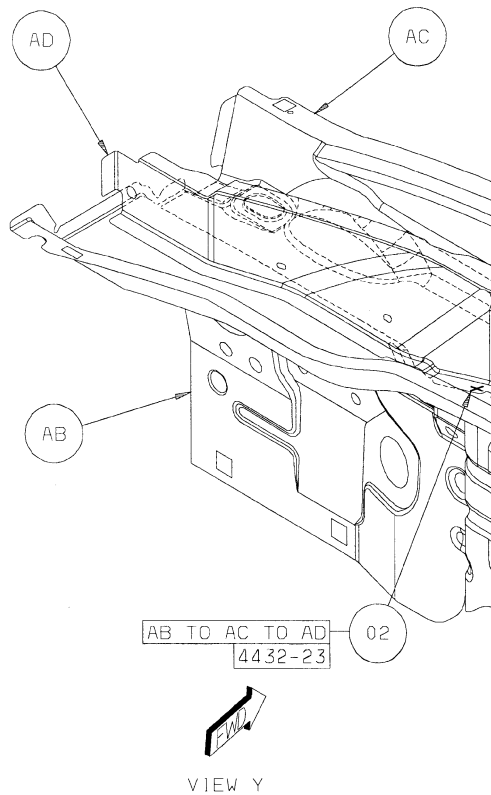
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# 1 AB TO AA 28 S/WELDS



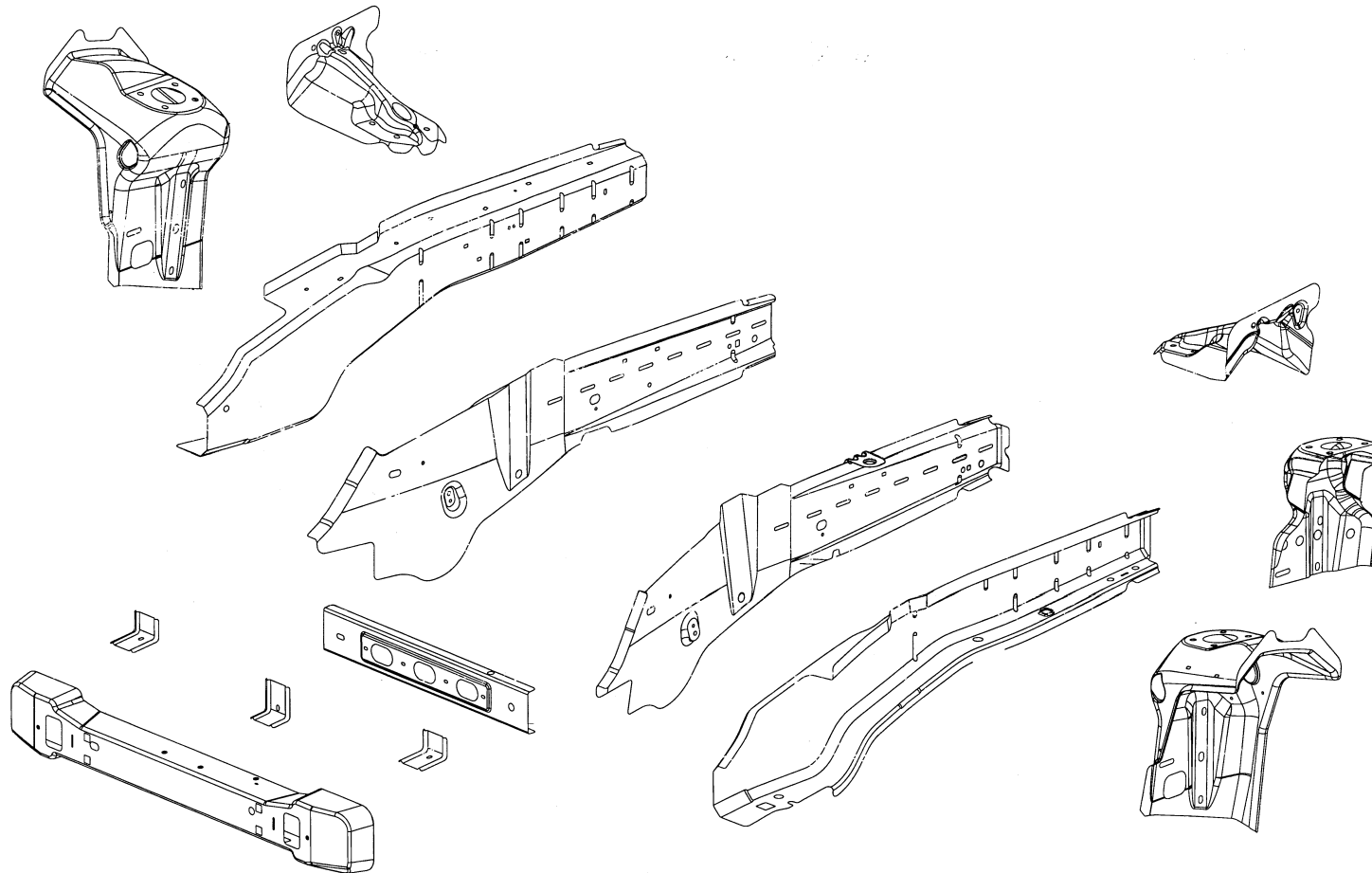
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- 2 AB TO AC TO AD 1 S/WELDS
- 3 AB TO AC 28 S/WELDS



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## GRAND CHEROKEE ENGINE BOX COMPLETE SECTION



AA PANEL – SUSPENSION FRT RT –  
 AA PANEL – SUSPENSION FRT LT –  
 AB RAIL – FRT INR RT –  
 AB RAIL – FRT INR LT –  
 AC SILL – FRT OTR RT –  
 AC SILL – FRT OTR LT –  
 AD BRACKET – RADIATOR SUPPORT TO RAIL –

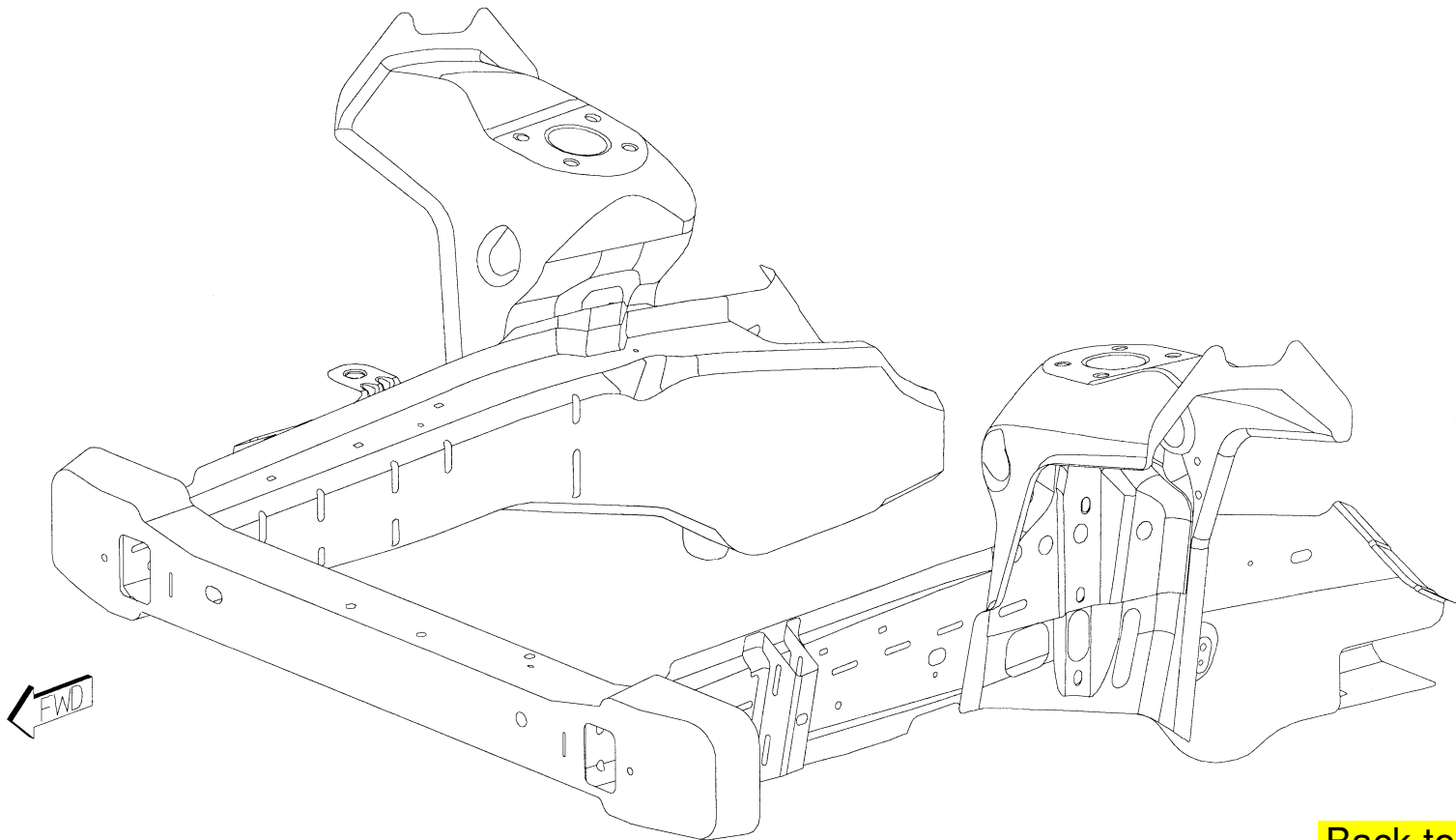
AD BRACKET – RADIATOR SUPPORT TO RAIL –  
 AE CROSSMEMBER – FRT LWR FRT –  
 AF CROSSMEMBER – FRT LWR RR –  
 AG BRACKET ASSY – FRT CROSSMEMBER –  
 AG BRACKET ASSY – FRT CROSSMEMBER –  
 AH REINF – SHOCK RT –  
 AG REINF – SHOCK ABSORBER LT –

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## PARTS IDENTIFICATION LEGEND, OVERVIEW 19

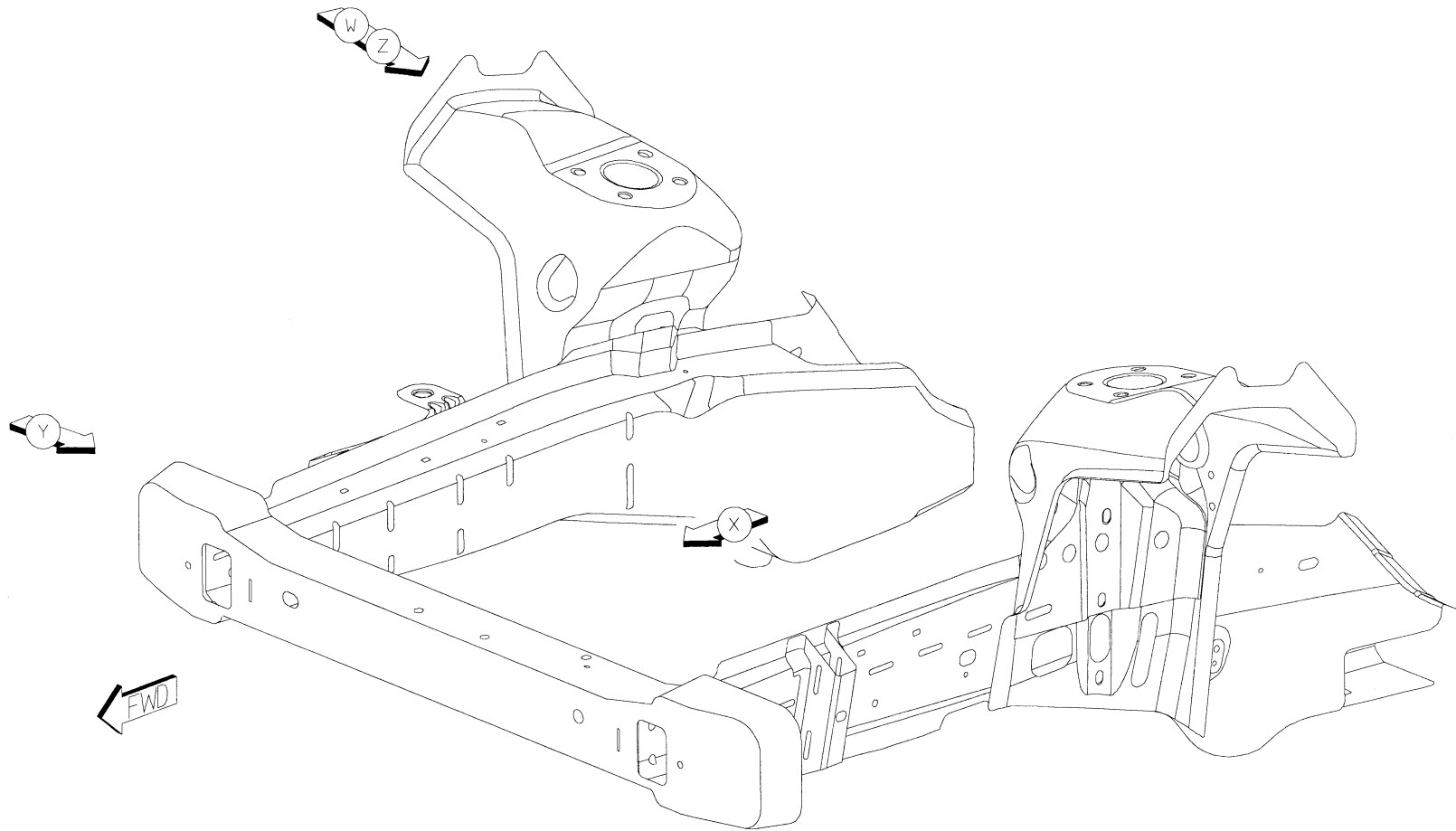
AA PANEL – SUSPENSION FRT RT –  
AA PANEL – SUSPENSION FRT LT –  
AB RAIL – FRT INR RT –  
AB RAIL – FRT INR LT –  
AC SILL – FRT OTR RT –  
AC SILL – FRT OTR LT –  
AD BRACKET – RADIATOR SUPPORT TO RAIL –

AD BRACKET – RADIATOR SUPPORT TO RAIL –  
AE CROSSMEMBER – FRT LWR FRT –  
AF CROSSMEMBER – FRT LWR RR –  
AG BRACKET ASSY – FRT CROSSMEMBER –  
AG BRACKET ASSY – FRT CROSSMEMBER –  
AH REINF – SHOCK RT –  
AG REINF – SHOCK ABSORBER LT –



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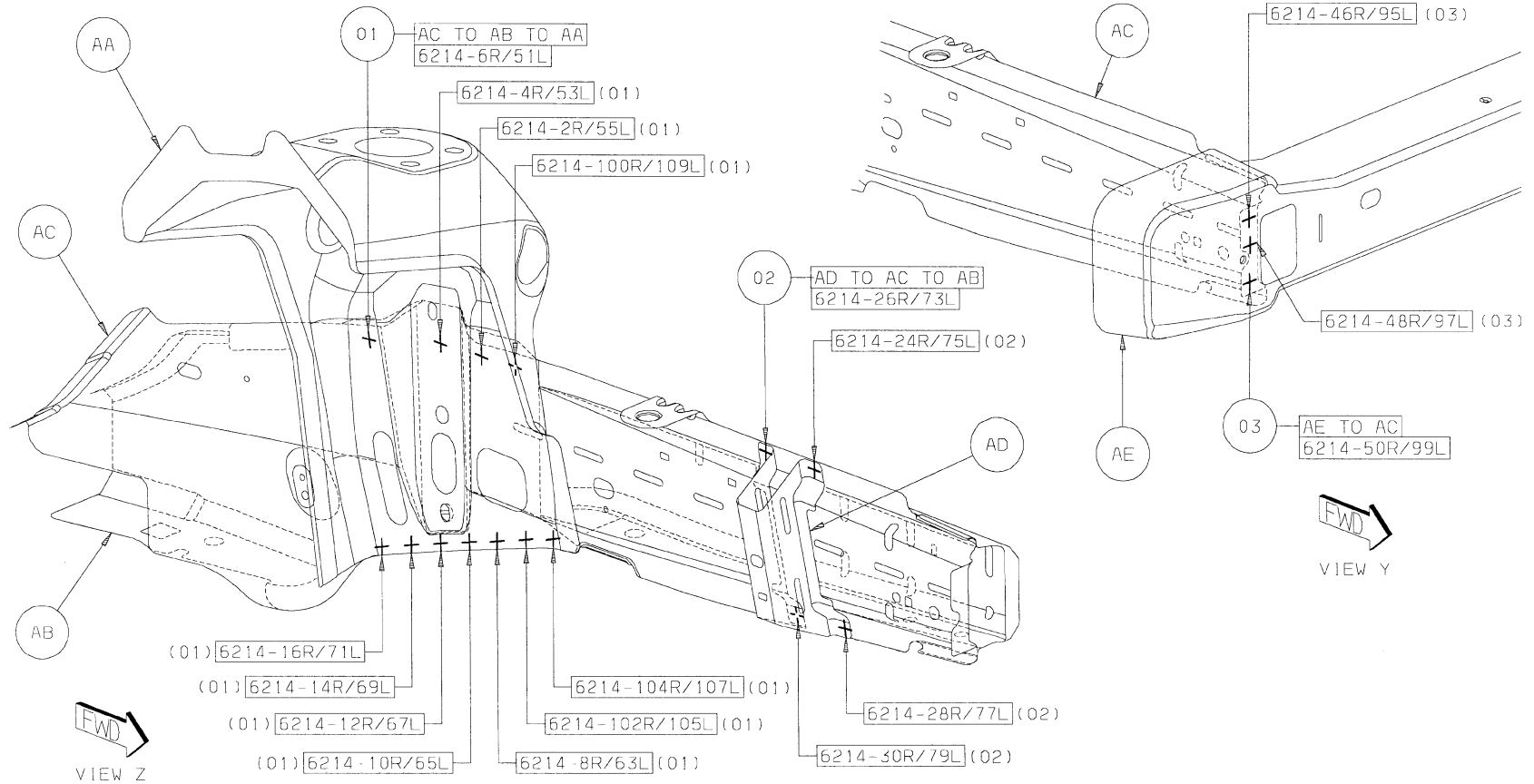
## WELD LAYOUT LOCATION GUIDE



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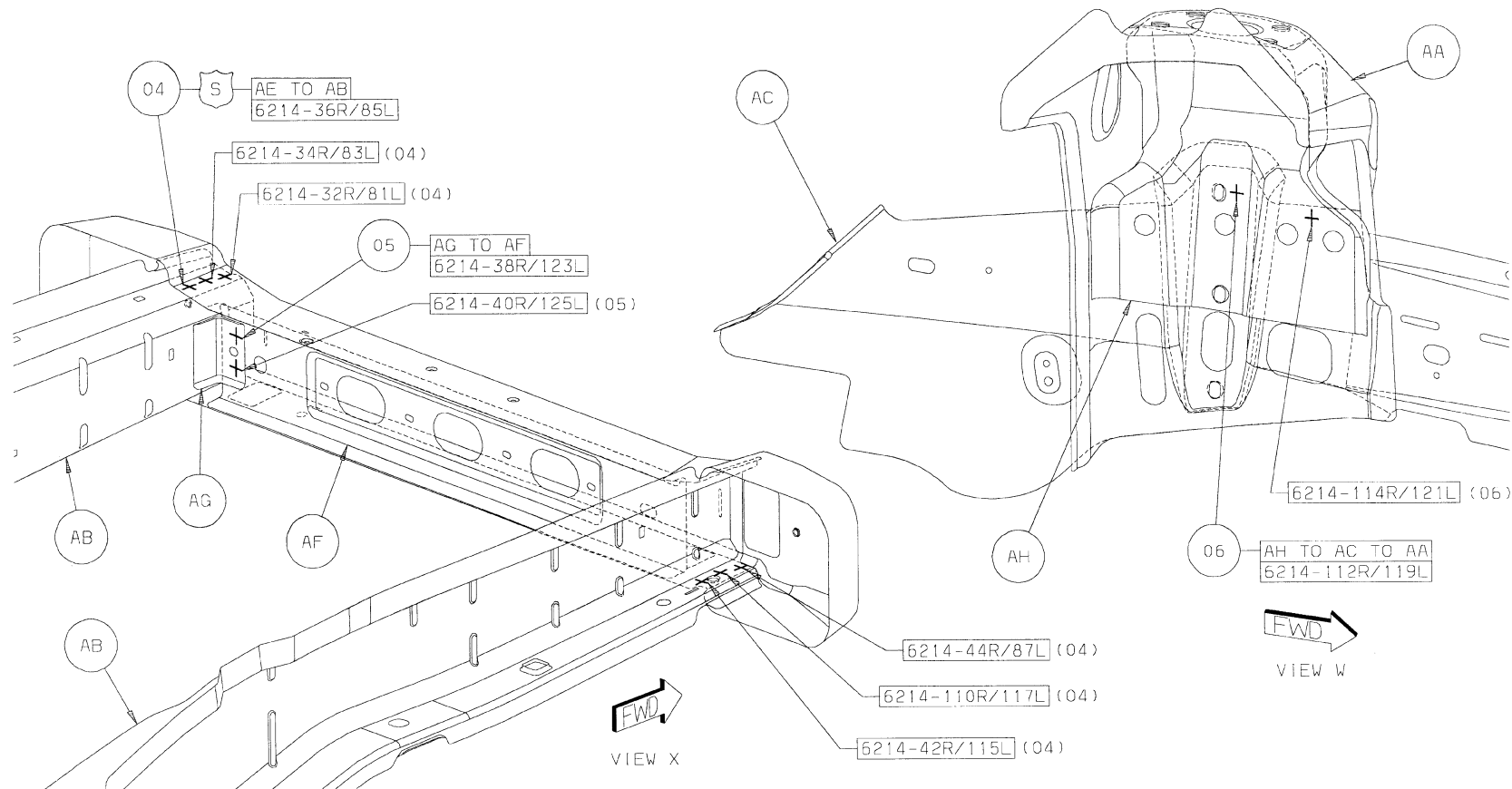


- 1 AC TO AB TO AA 11 S/WELDS
- 2 AD TO AC TO AB 4 S/WELDS
- 3 AD TO AC 3 S/WELDS



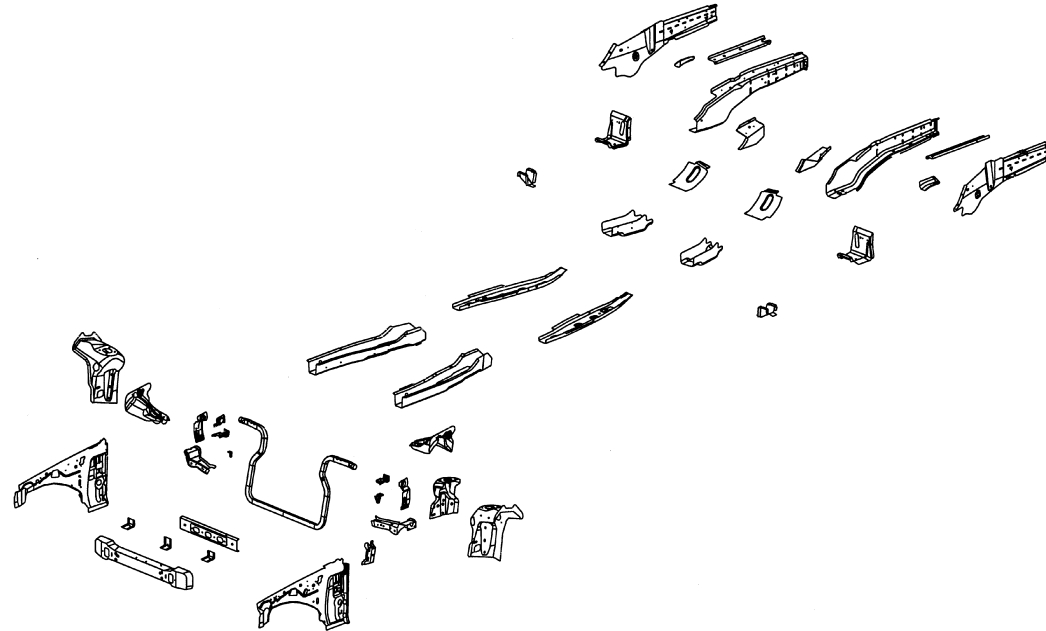
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- 4 AE TO AB 6 S/WELDS
- 5 AG TO AF 2 S/WELDS
- 6 AH TO AC TO AA 2 S/WELDS



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## GRAND CHEROKEE UNDERBODY COMPLETE SECTION (1 OF 2)



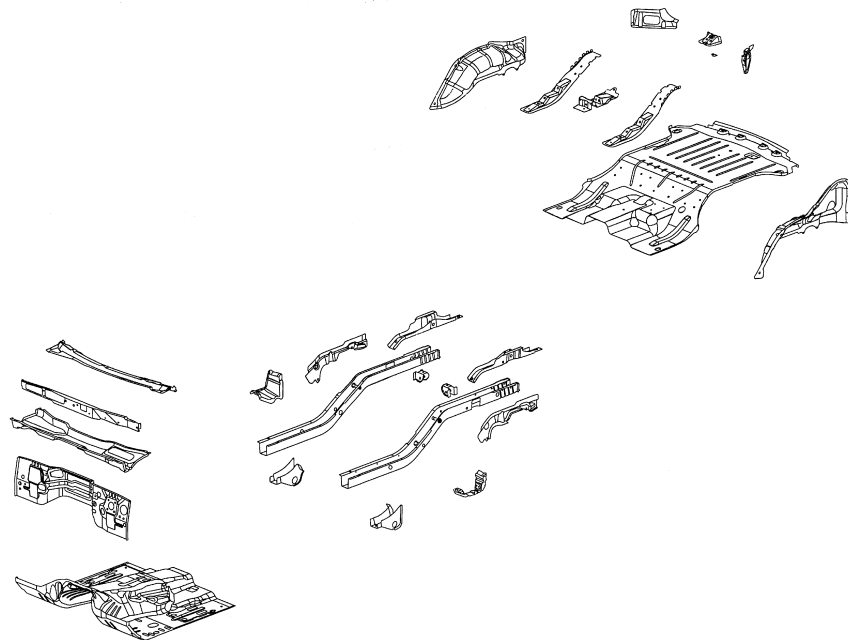
AA PANEL – DASH –  
 AB PANEL – COWL SIDE RT –  
 AB PANEL – COWL SIDE LT –  
 AC SILL – BODY SIDE RT –  
 AC SILL – BODY SIDE LT –  
 AD BRACKET – RADIATOR SUPPORT TO COWL –  
 AD BRACKET – RADIATOR SUPPORT TO COWL –  
 AE PANEL – PLENUM LWR –  
 AF PANEL – PLENUM BAFFLE –  
 AG PANEL – COWL TOP –  
 AH GUSSET – FRT SUSPENSION SUPPORT RT –  
 AH GUSSET – FRT SUSPENSION SUPPORT LT –  
 AJ PANEL – SUSPENSION FRT RT –  
 AJ PANEL – SUSPENSION FRT LT –  
 AK PAN – FLOOR FRT –

AL TORQUE BOX – FRT RT –  
 AL TORQUE BOX – FRT LT –  
 AM REINF – SILL UPR RT –  
 AM REINF – SILL UPR LT –  
 AN RAIL – FRT –  
 AN RAIL – FRT –  
 AP RAIL – FRT RR RT –  
 AP RAIL – FRT RR LT –  
 AR REINF – FRT RAIL U-CHANNEL RT –  
 AR REINF – FRT RAIL U-CHANNEL LT –  
 AS SILL – FRT OTR RT –  
 AS SILL – FRT OTR LT –  
 AT REINF – MID FLOOR COMPRESSION PLATE –  
 AT REINF – FRONT SEAT RR SUPPORT LT –  
 AU REINF – FRT SEAT FRT MOUNTING RT –

AU REINF – FRT SEAT FRT MOUNTING LT –  
 AV RAIL – RR RT –  
 AV RAIL – RR LT –  
 AW REINF – TRANS CROSSMEMBER RT –  
 AX REINF – FRT SEAT RR MOUNTING –  
 AY PAN – FLOOR RR – FUEL BUNDLE ATTACH  
 AZ REINF – TUNNEL –  
 BA TORQUE BOX – RR RT –  
 BA TORQUE BOX – RR LT –  
 BB PANEL – RR WHEELHOUSE INR RT –  
 BB PANEL – RR WHEELHOUSE INR LT –  
 BC GUSSET – D-PILLAR LWR TO FLOOR RT –  
 BC GUSSET – D-PILLAR LWR TO FLOOR LT –  
 BD REINF – RR RAIL OUTBOARD RT –  
 BD REINF – RR RAIL OUTBOARD LT –

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## GRAND CHEROKEE UNDERBODY COMPLETE SECTION (2 OF 2)



AA PANEL – DASH –  
 AB PANEL – COWL SIDE RT –  
 AB PANEL – COWL SIDE LT –  
 AC SILL – BODY SIDE RT –  
 AC SILL – BODY SIDE LT –  
 AD BRACKET – RADIATOR SUPPORT TO COWL –  
 AD BRACKET – RADIATOR SUPPORT TO COWL –  
 AE PANEL – PLENUM LWR –  
 AF PANEL – PLENUM BAFFLE –  
 AG PANEL – COWL TOP –  
 AH GUSSET – FRT SUSPENSION SUPPORT RT –  
 AH GUSSET – FRT SUSPENSION SUPPORT LT –  
 AJ PANEL – SUSPENSION FRT RT –  
 AJ PANEL – SUSPENSION FRT LT –  
 AK PAN – FLOOR FRT –

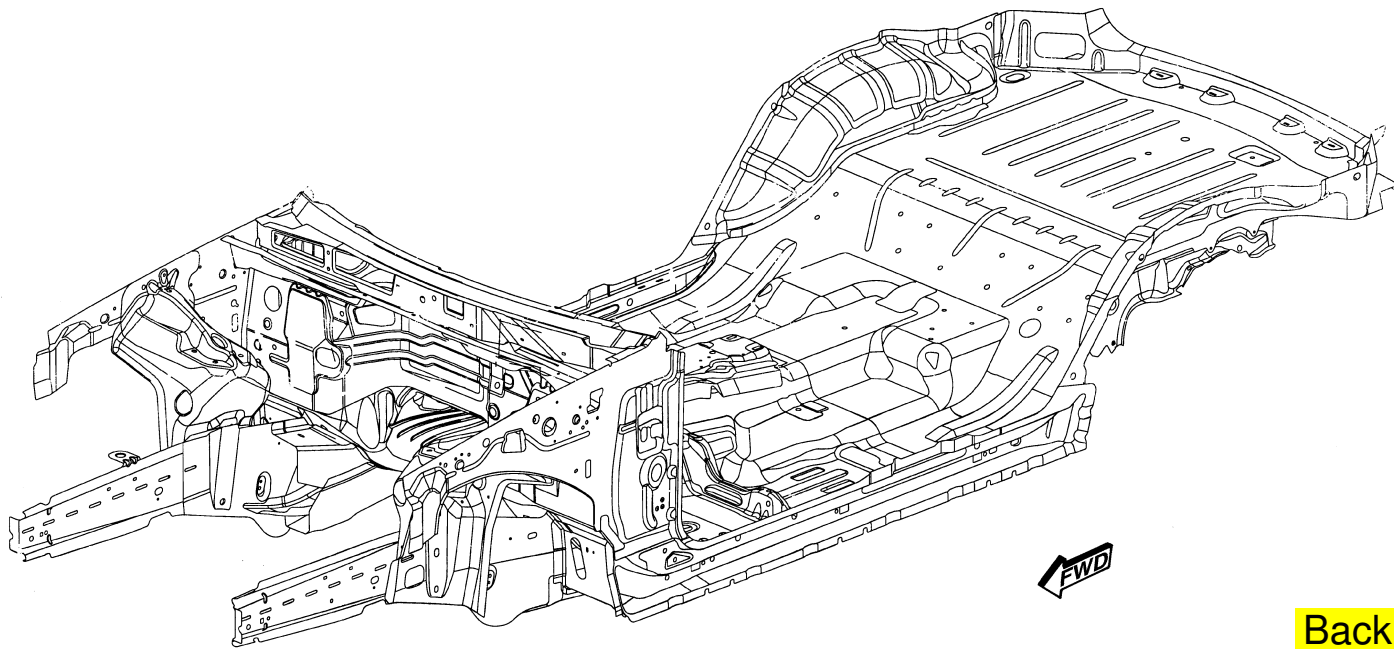
AL TORQUE BOX – FRT RT –  
 AL TORQUE BOX – FRT LT –  
 AM REINF – SILL UPR RT –  
 AM REINF – SILL UPR LT –  
 AN RAIL – FRT –  
 AN RAIL – FRT –  
 AP RAIL – FRT RR RT –  
 AP RAIL – FRT RR LT –  
 AR REINF – FRT RAIL U-CHANNEL RT –  
 AR REINF – FRT RAIL U-CHANNEL LT –  
 AS SILL – FRT OTR RT –  
 AS SILL – FRT OTR LT –  
 AT REINF – MID FLOOR COMPRESSION PLATE –  
 AT REINF – FRONT SEAT RR SUPPORT LT –  
 AU REINF – FRT SEAT FRT MOUNTING RT –

AU REINF – FRT SEAT FRT MOUNTING LT –  
 AV RAIL – RR RT –  
 AV RAIL – RR LT –  
 AW REINF – TRANS CROSSMEMBER RT –  
 AX REINF – FRT SEAT RR MOUNTING –  
 AY PAN – FLOOR RR – FUEL BUNDLE ATTACH  
 AZ REINF – TUNNEL –  
 BA TORQUE BOX – RR RT –  
 BA TORQUE BOX – RR LT –  
 BB PANEL – RR WHEELHOUSE INR RT –  
 BB PANEL – RR WHEELHOUSE INR LT –  
 BC GUSSET – D-PILLAR LWR TO FLOOR RT –  
 BC GUSSET – D-PILLAR LWR TO FLOOR LT –  
 BD REINF – RR RAIL OUTBOARD RT –  
 BD REINF – RR RAIL  
 OUTBOARD LT –

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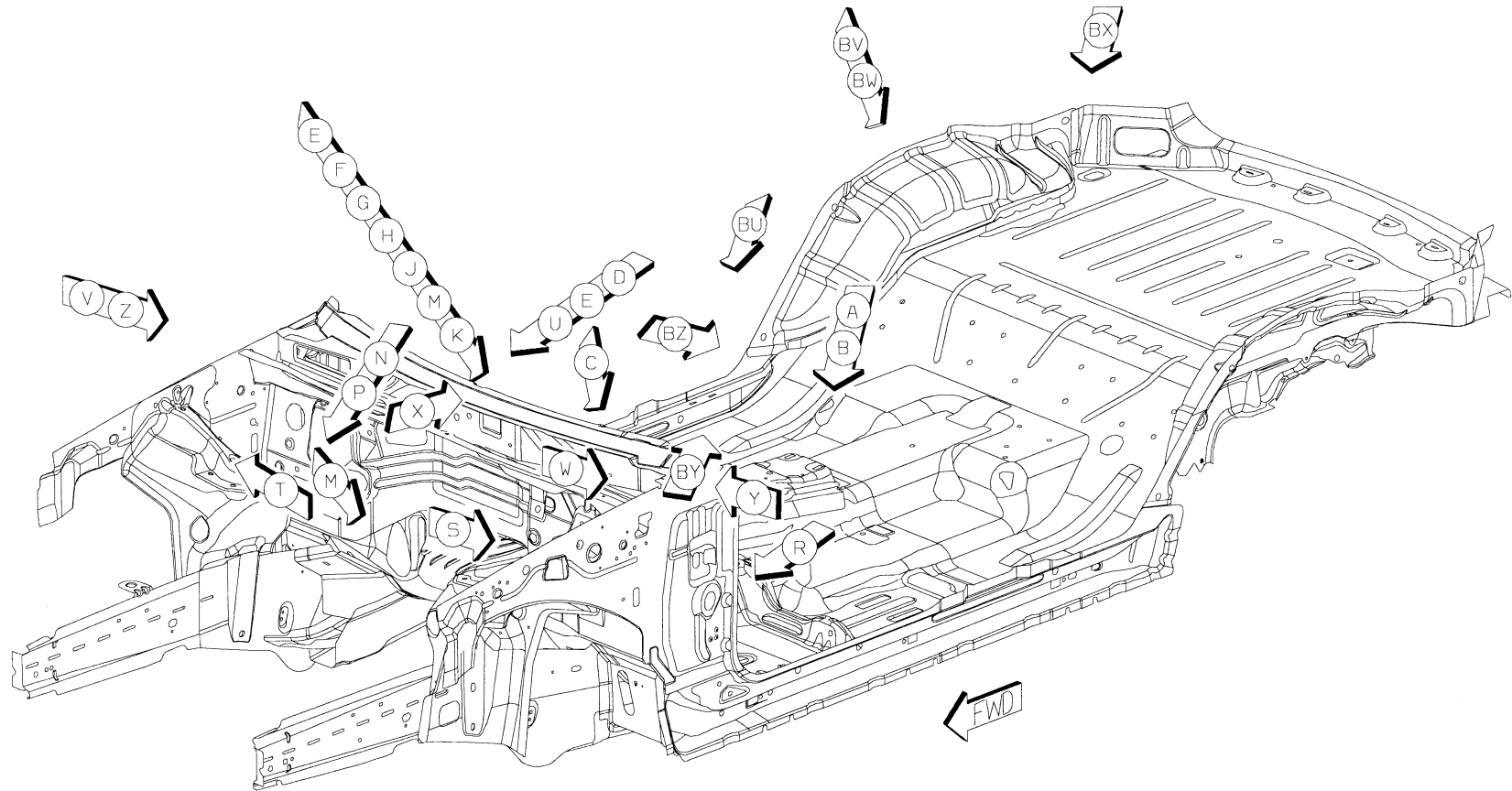
## PARTS IDENTIFICATION LEGEND, OVERVIEW 20

AA PANEL – DASH –	AL TORQUE BOX – FRT RT –	AU REINF – FRT SEAT FRT MOUNTING LT –
AB PANEL – COWL SIDE RT –	AL TORQUE BOX – FRT LT –	AV RAIL – RR RT –
AB PANEL – COWL SIDE LT –	AM REINF – SILL UPR RT –	AV RAIL – RR LT –
AC SILL – BODY SIDE RT –	AM REINF – SILL UPR LT –	AW REINF – TRANS CROSSMEMBER RT –
AC SILL – BODY SIDE LT –	AN RAIL – FRT –	AX REINF – FRT SEAT RR MOUNTING –
AD BRACKET – RADIATOR SUPPORT TO COWL –	AN RAIL – FRT –	AY PAN – FLOOR RR – FUEL BUNDLE ATTACH
AD BRACKET – RADIATOR SUPPORT TO COWL –	AP RAIL – FRT RR RT –	AZ REINF – TUNNEL –
AE PANEL – PLENUM LWR –	AP RAIL – FRT RR LT –	BA TORQUE BOX – RR RT –
AF PANEL – PLENUM BAFFLE –	AR REINF – FRT RAIL U-CHANNEL RT –	BA TORQUE BOX – RR LT –
AG PANEL – COWL TOP –	AR REINF – FRT RAIL U-CHANNEL LT –	BB PANEL – RR WHEELHOUSE INR RT –
AH GUSSET – FRT SUSPENSION SUPPORT RT –	AS SILL – FRT OTR RT –	BB PANEL – RR WHEELHOUSE INR LT –
AH GUSSET – FRT SUSPENSION SUPPORT LT –	AS SILL – FRT OTR LT –	BC GUSSET – D-PILLAR LWR TO FLOOR RT –
AJ PANEL – SUSPENSION FRT RT –	AT REINF – MID FLOOR COMPRESSION PLATE –	BC GUSSET – D-PILLAR LWR TO FLOOR LT –
AJ PANEL – SUSPENSION FRT LT –	AT REINF – FRONT SEAT RR SUPPORT LT –	BD REINF – RR RAIL OUTBOARD RT –
AK PAN – FLOOR FRT –	AU REINF – FRT SEAT FRT MOUNTING RT –	BD REINF – RR RAIL OUTBOARD LT –



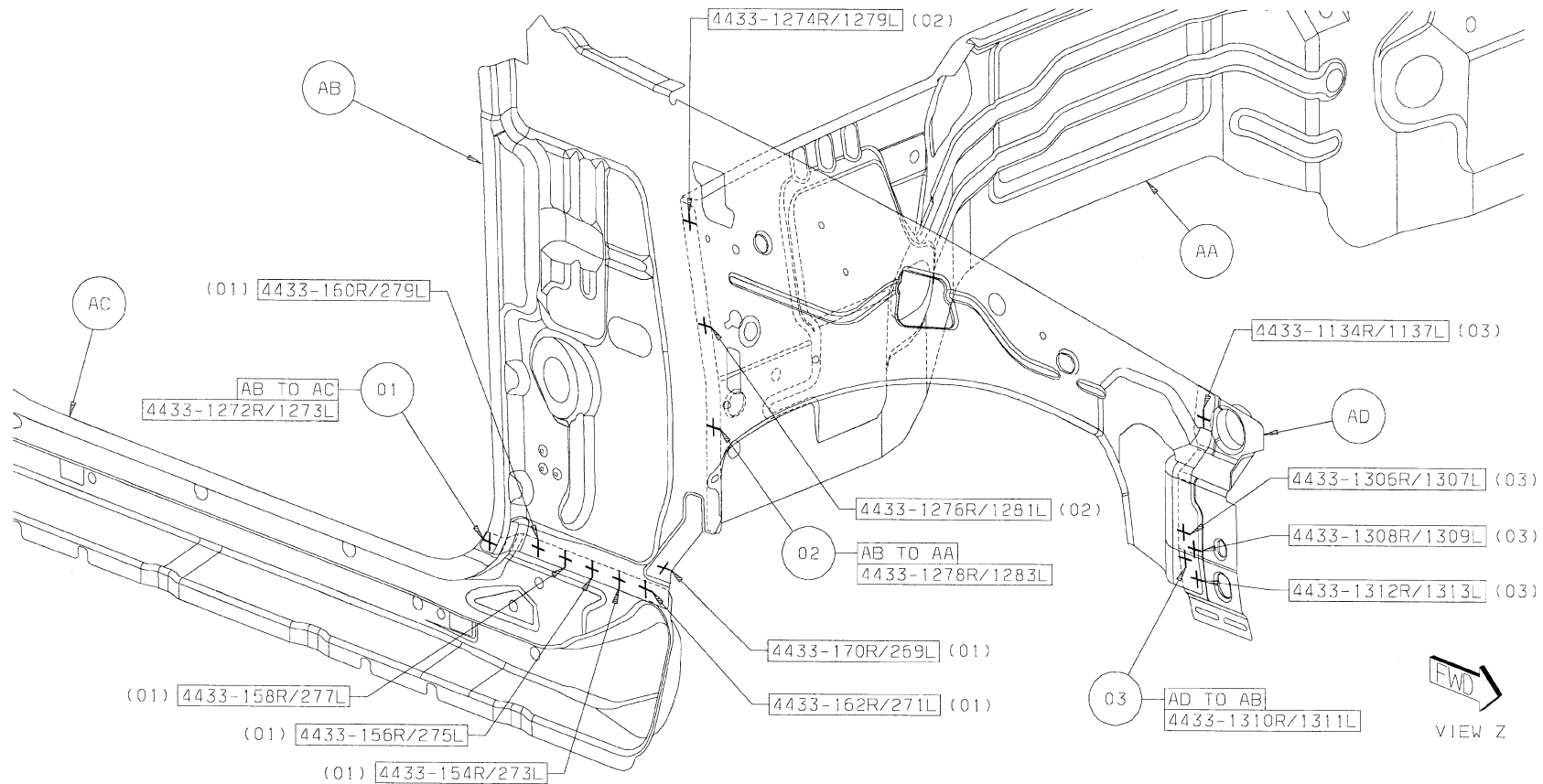
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## WELD LAYOUT LOCATION GUIDE



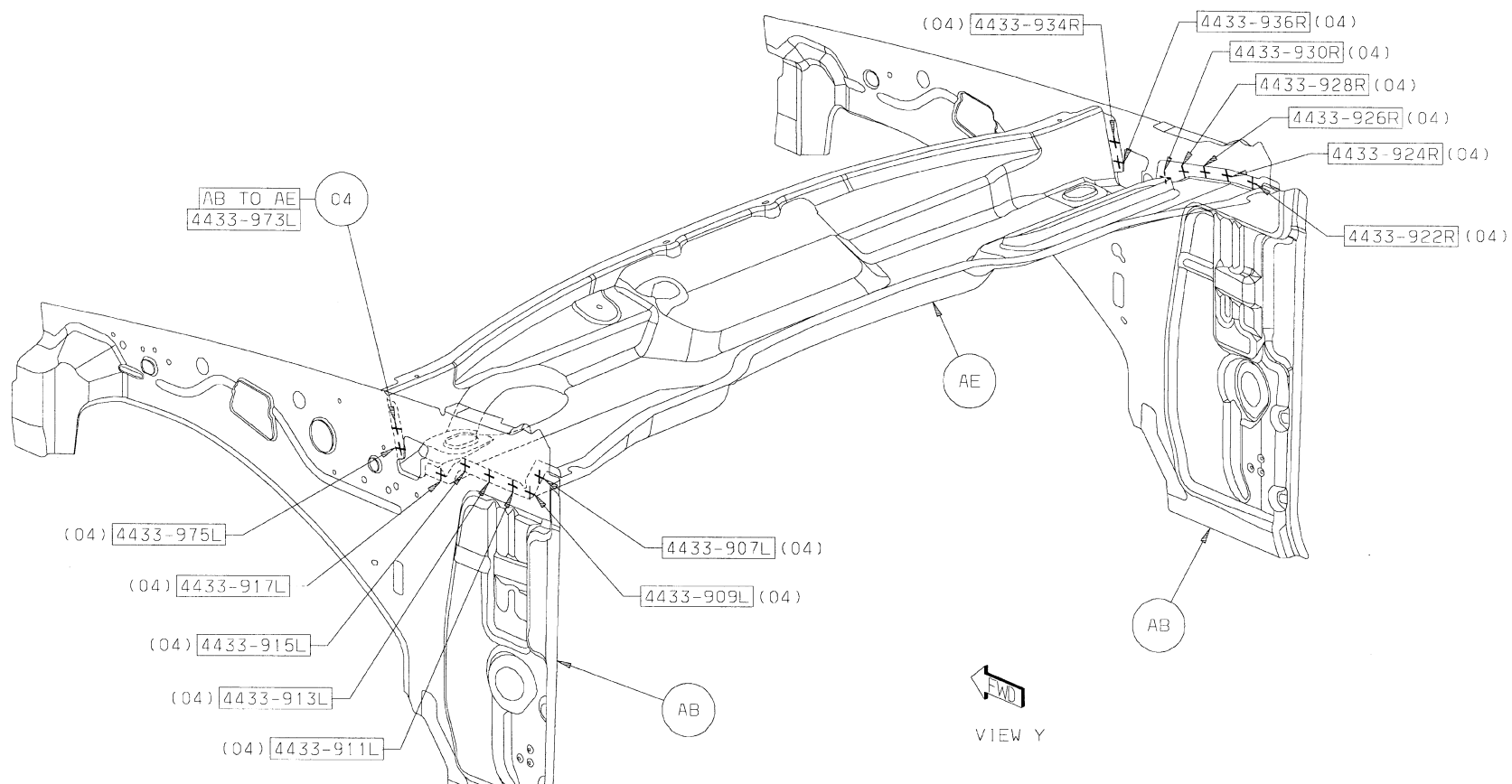
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- 1 AB TO AC 6/SD S/WELD
- 2 AB TO AA 3/SD S/WELD
- 3 AD TO AB 5/SD S/WELD



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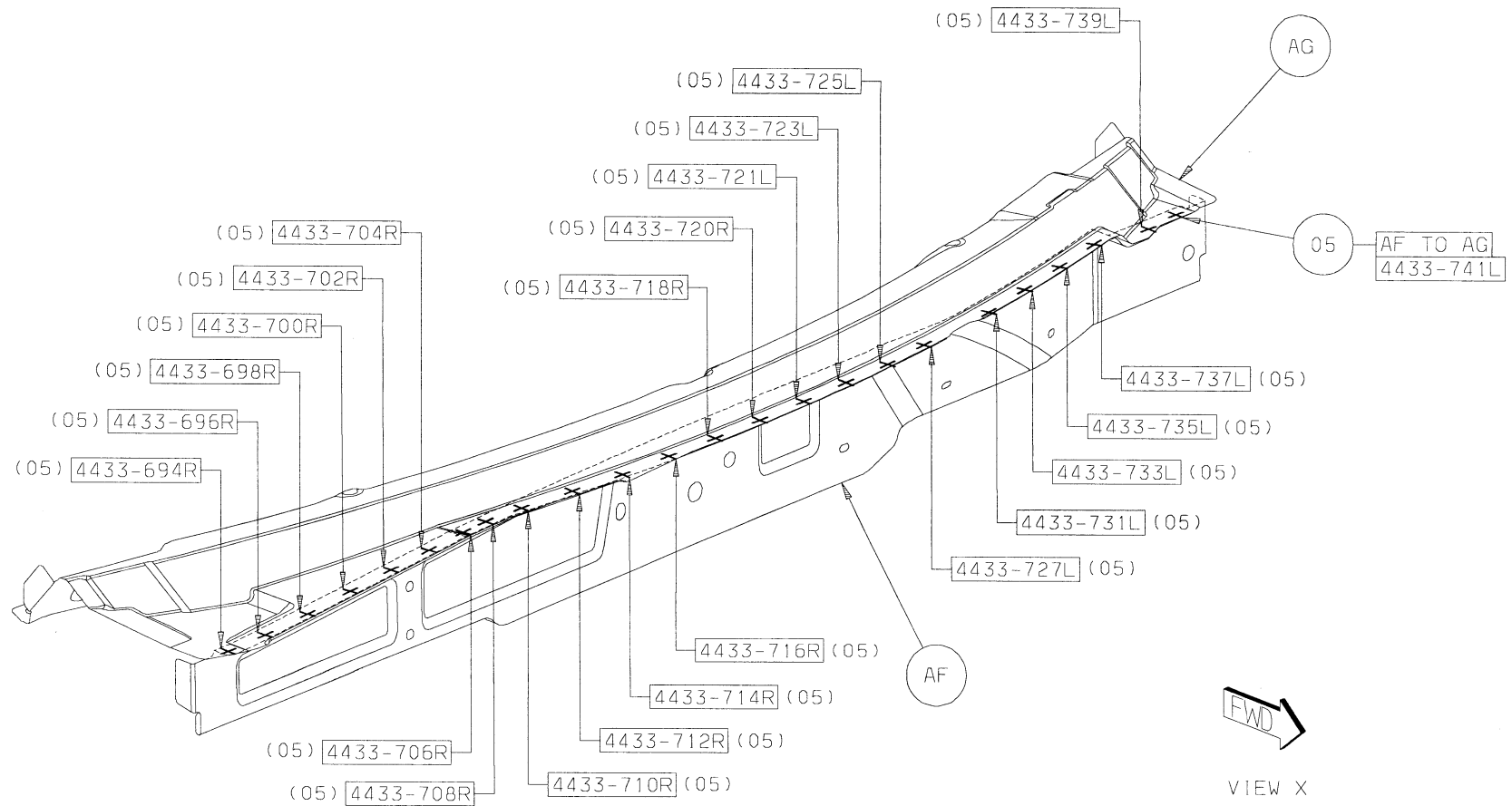
#### 4 AB TO AE 7R/8L S/WELD



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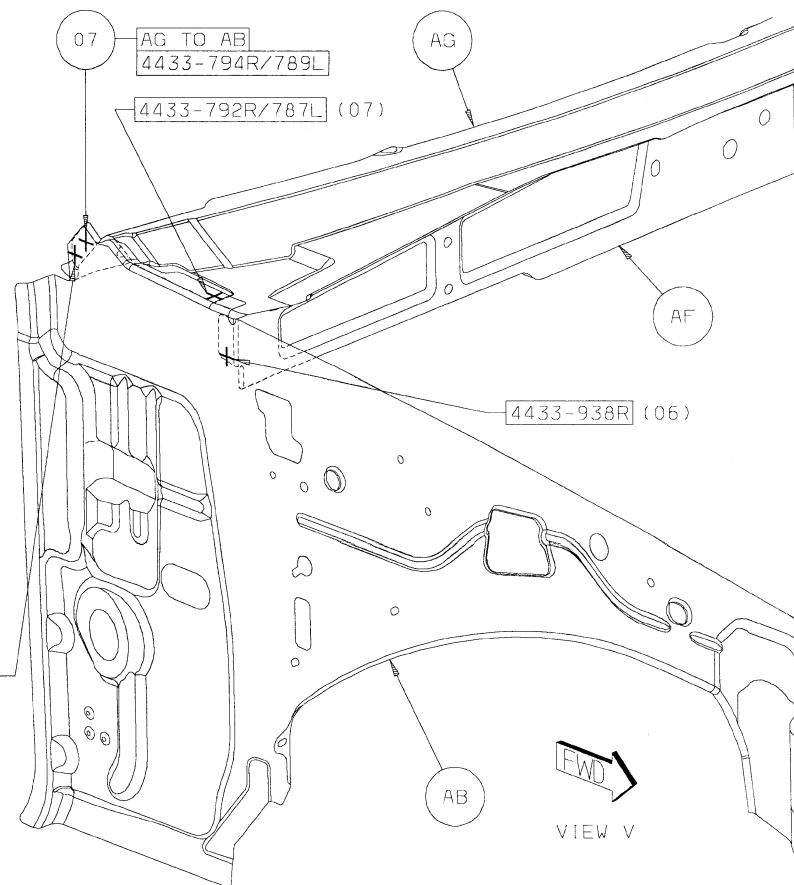
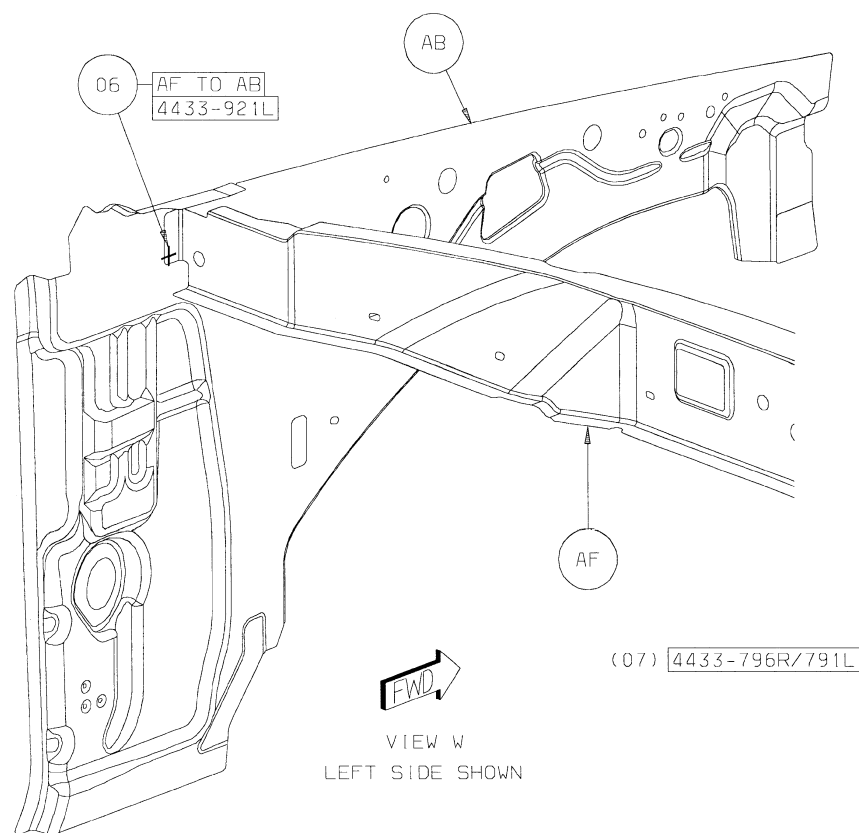


5 AF TO AB 14R/10L S/WELD



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- 6 AF TO AB 1R/1L S/WELD
- 7 AG TO AB 3/SD S/WELD



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(08) 4433-770R

(08) 4433-768R

(08) 4433-766R

(08) 4433-764R

AE

AG

4433-786R (08)

4433-784R (08)

4433-782R (08)

4433-780R (08)

4433-778R (08)

4433-776R (08)

4433-774R (08)

4433-772R (08)

4433-763L (08)

4433-761L (08)

4433-759L (08)

4433-757L (08)

4433-755L (08)

4433-753L (08)

4433-751L (08)

4433-749L (08)

4433-747L (08)

4433-745L (08)

AG TO AE

08

4433-743L

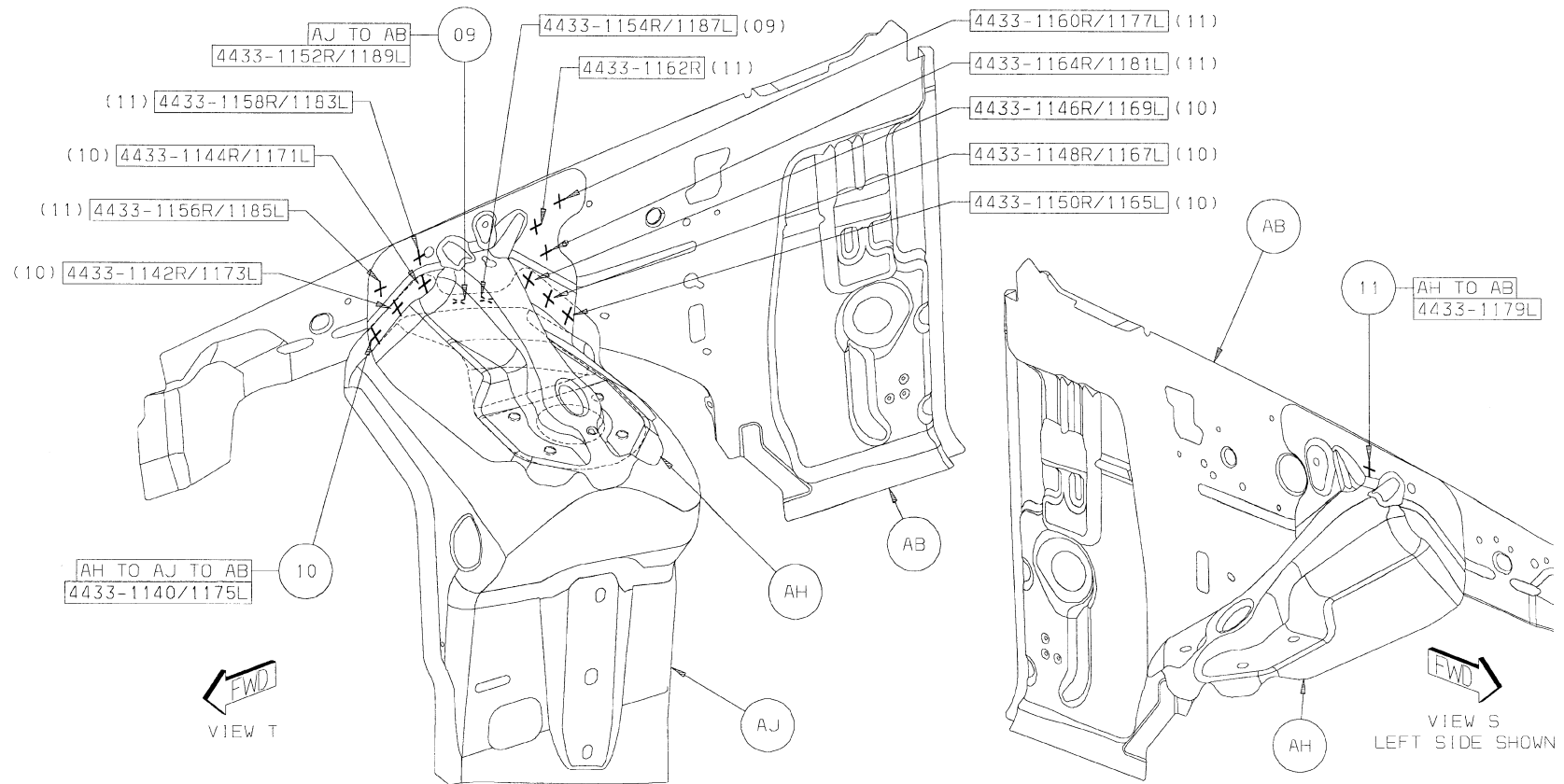
FWD

VIEW U

VIEW U

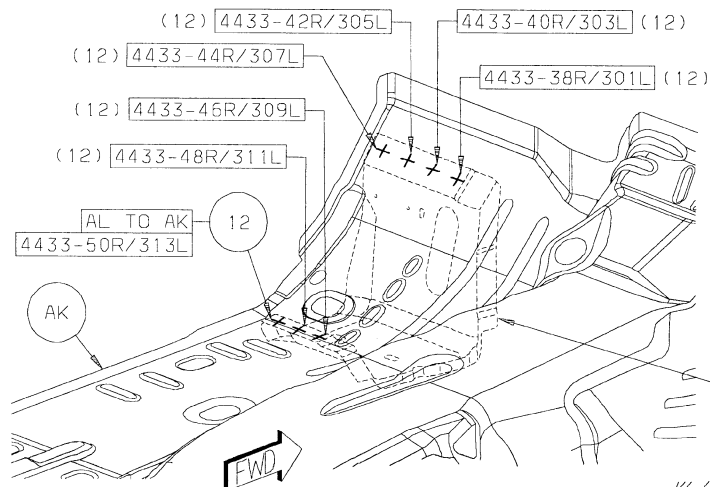
[Back to Index](#)

- 9 AJ TO AB 2/SD S/WELD
- 10 AH TO AJ TO AB 6/D S/WELD
- 11 AH TO AB 5R/5L S/WELD

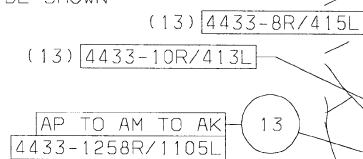


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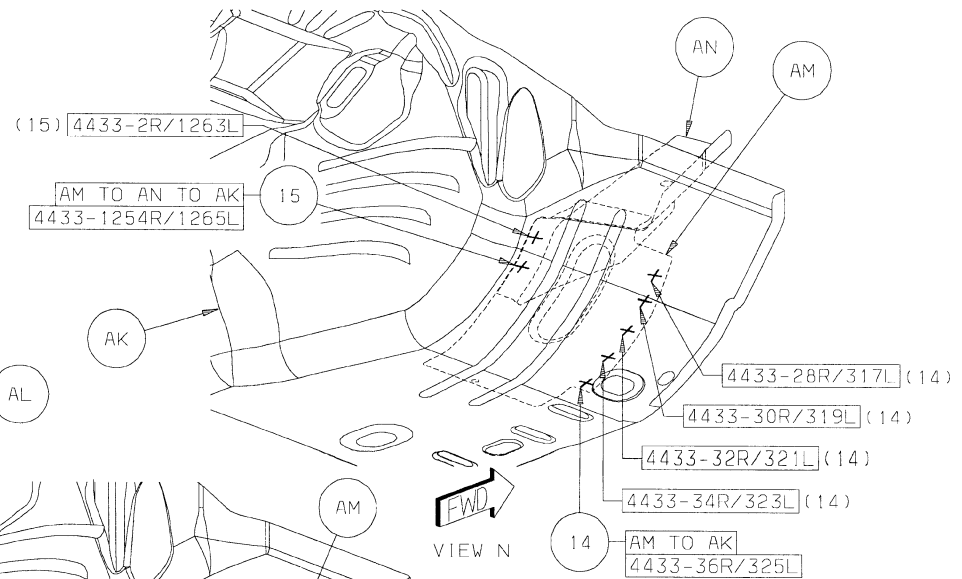
- 12 AL TO AK 7/SD S/WELD
- 13 AP TO AM TO AK 5/SD S/WELD
- 14 AM TO AK 5/SD S/WELD
- 15 AM TO AN TO AK 2/SD S/WELD



VIEW R  
LEFT SIDE SHOWN



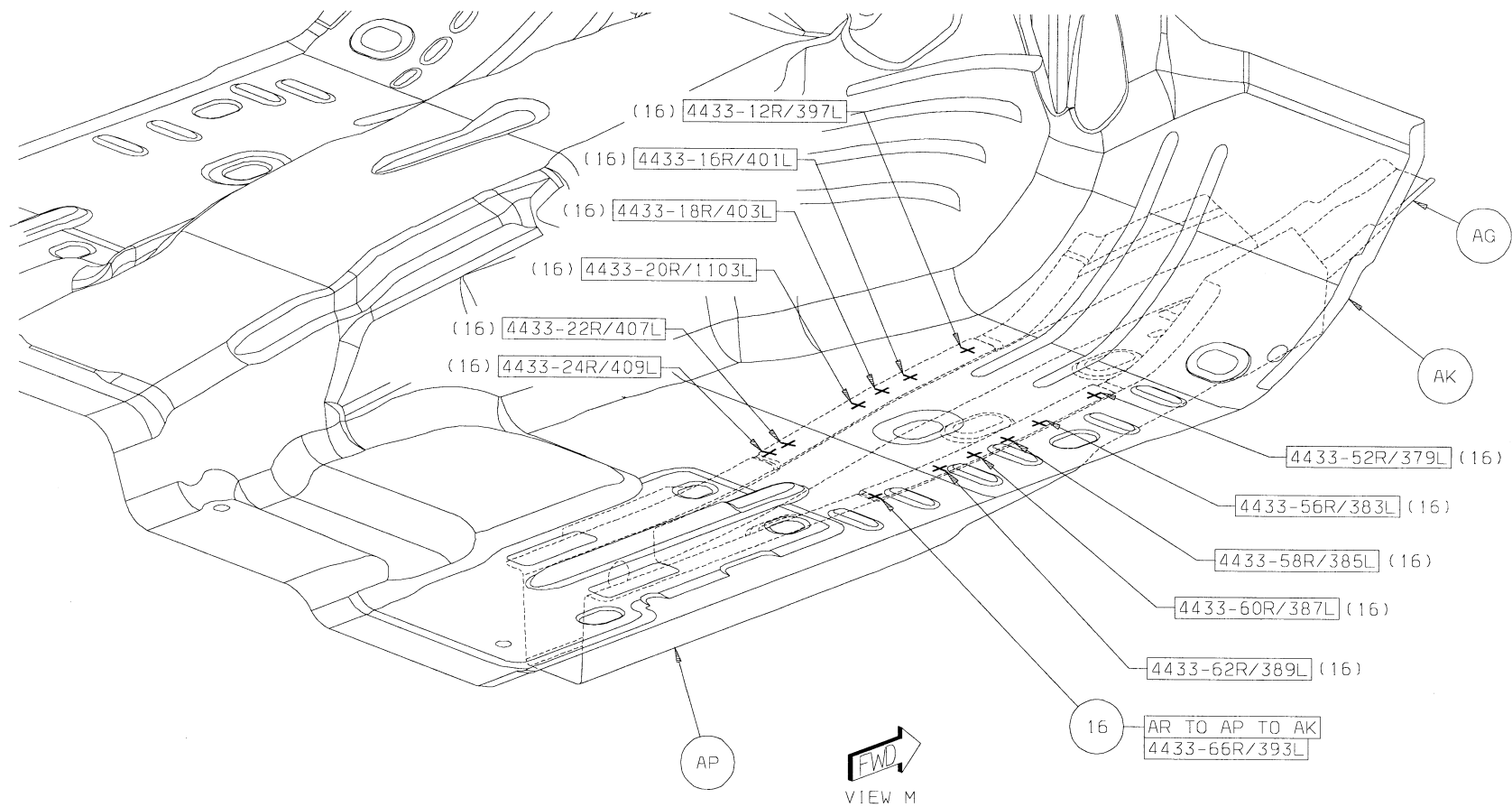
VIEW P



VIEW N

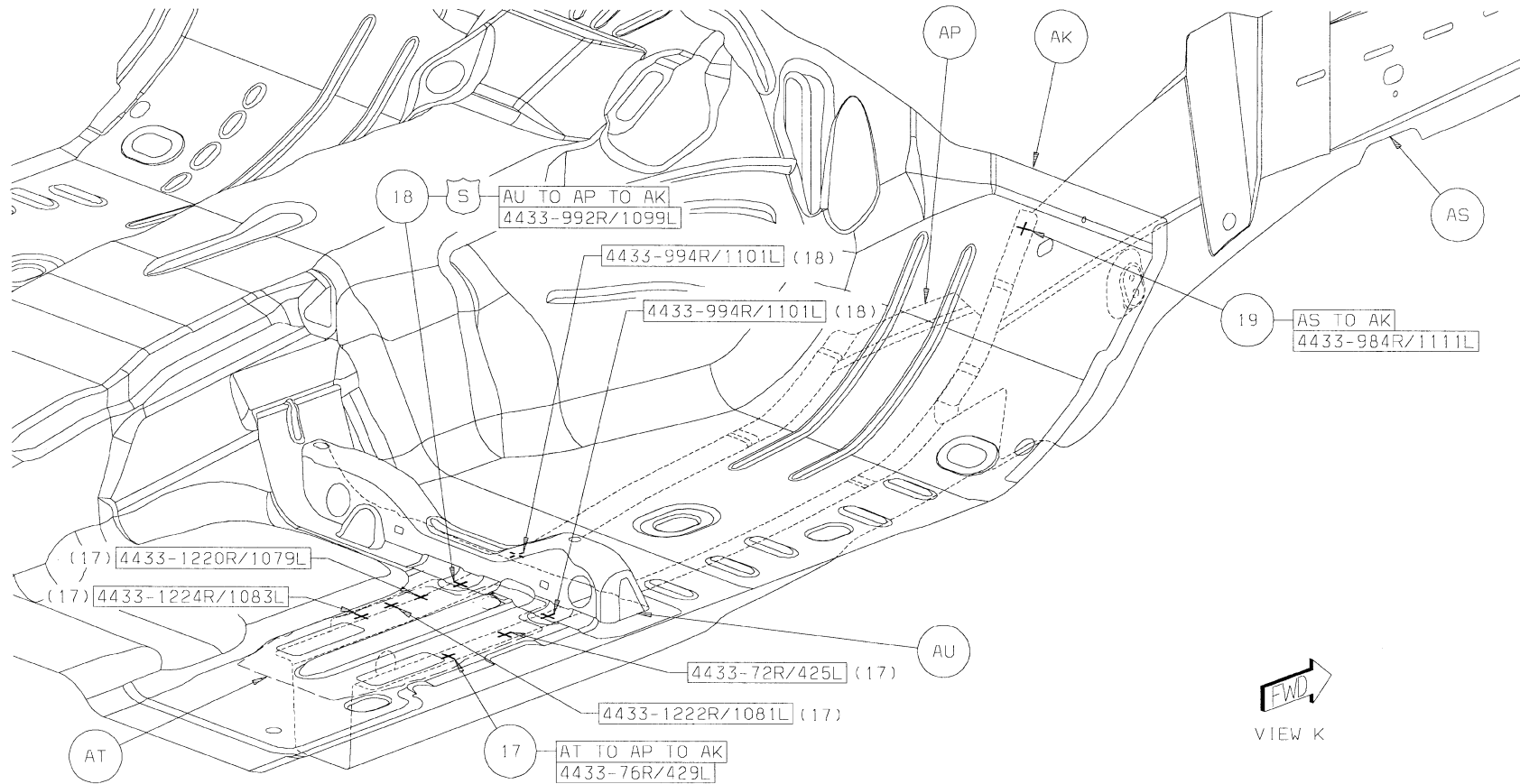
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16 AR TO AP TO AK 12/SD S/WELD



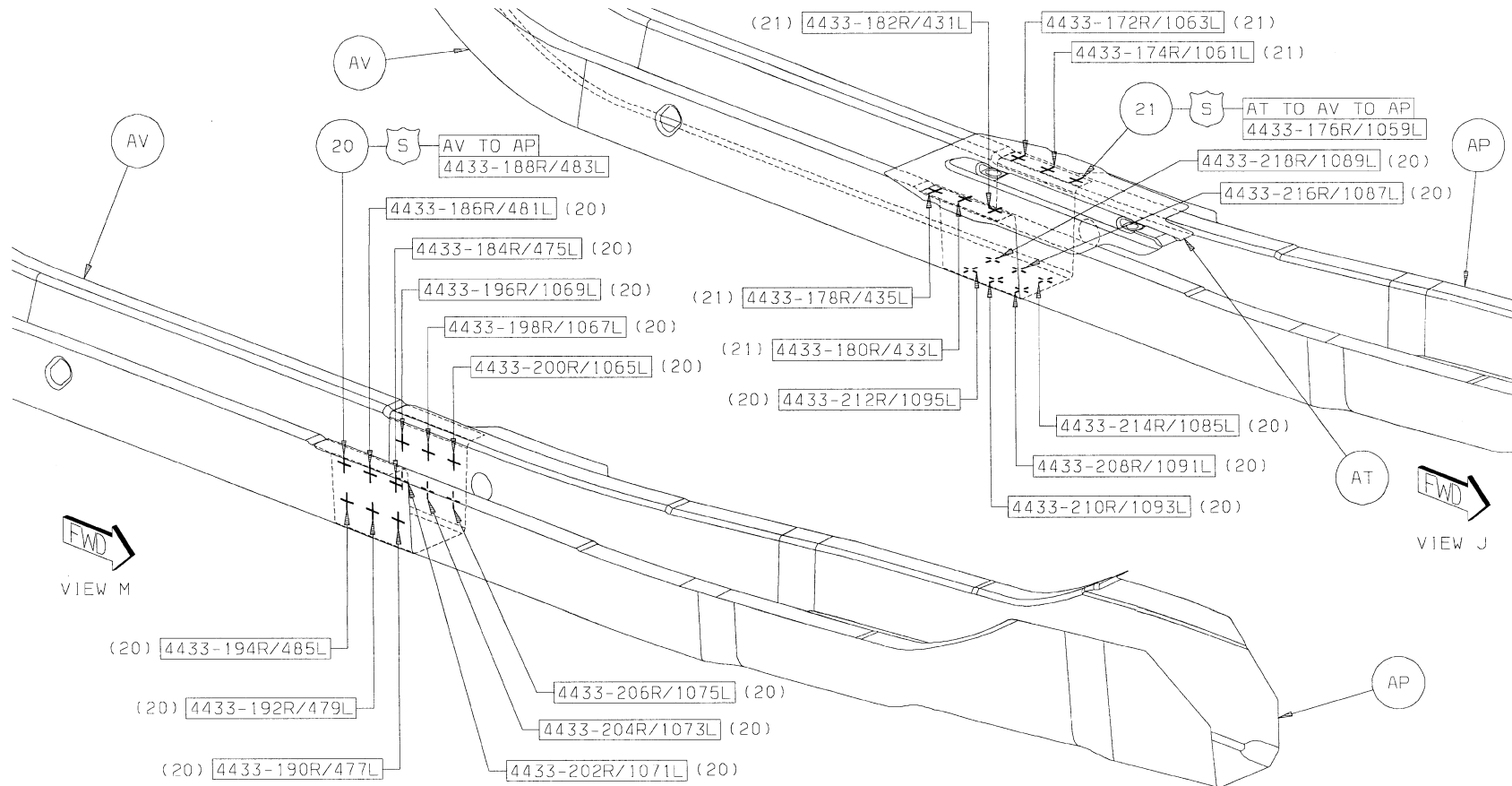
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- 17 AT TO AP TO AK 5/SD S/WELD
- 18 AU TO AP TO AK 3/SD S/WELD
- 19 AS TO AK 1/SD S/WELD



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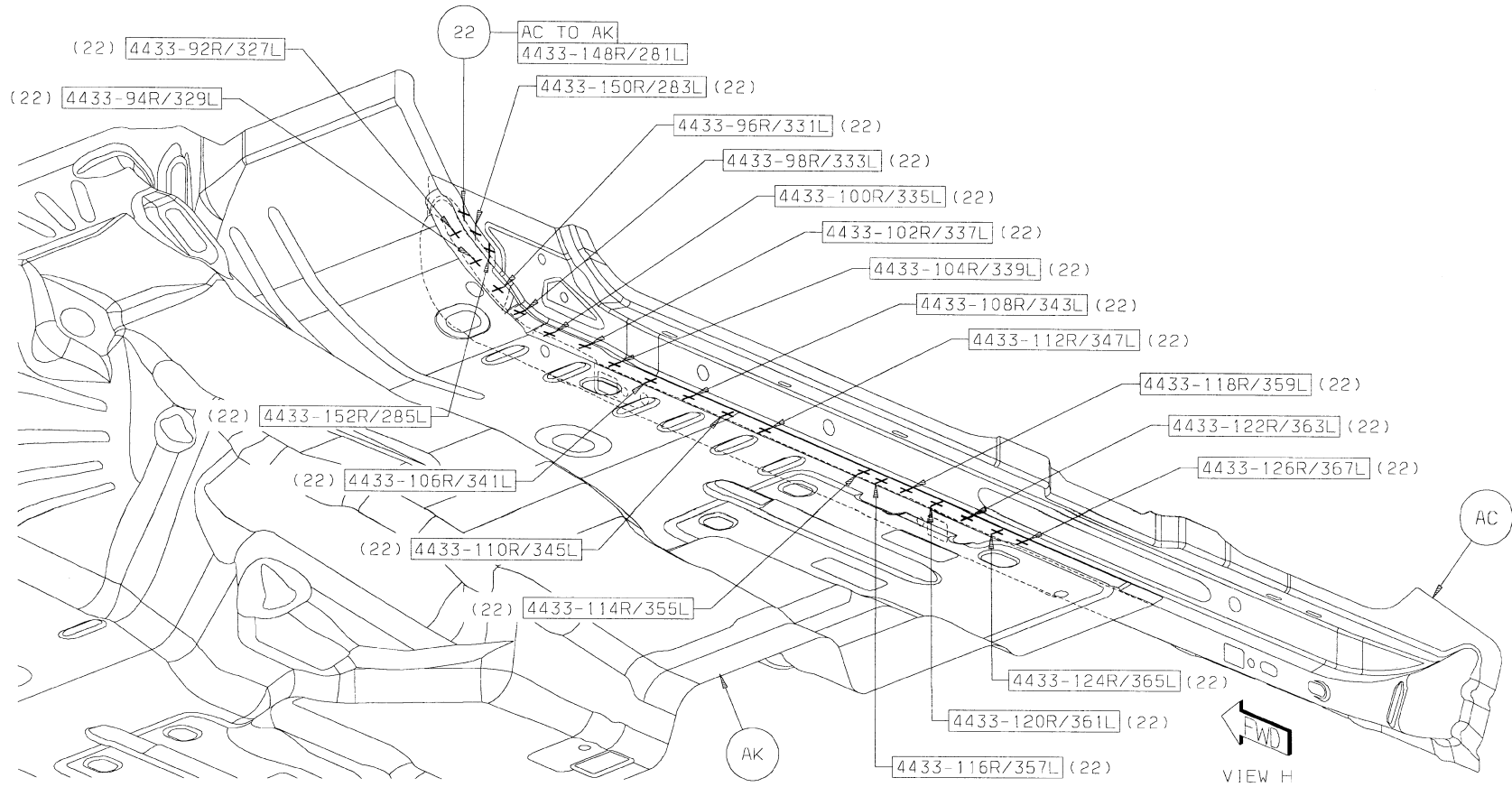
- 20 AV TO AP 18/SD S/WELD  
21 AT TO AV TO AP 6/SD S/WELD



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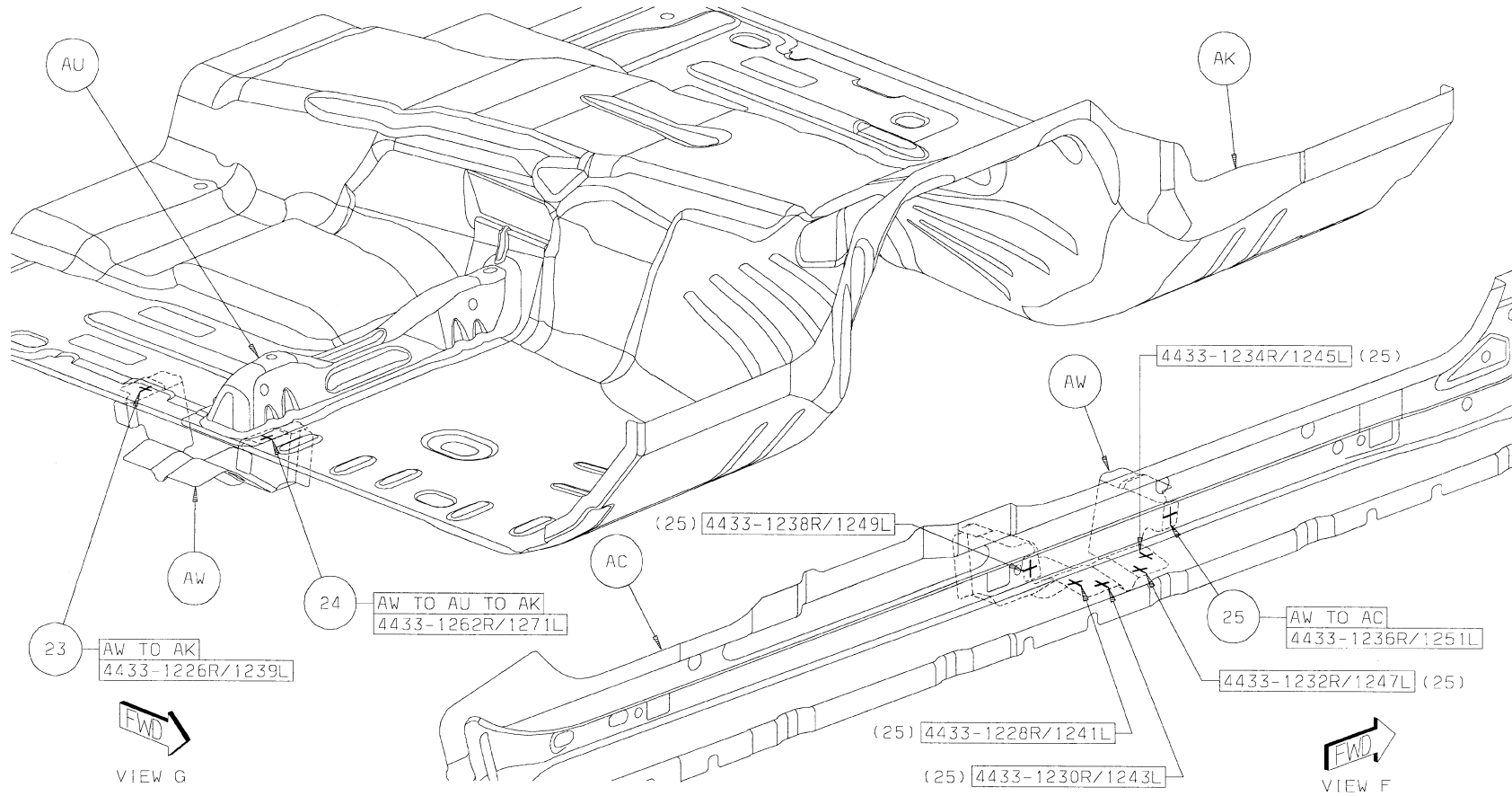


## 22 AC TO AK 21/SD SWELD



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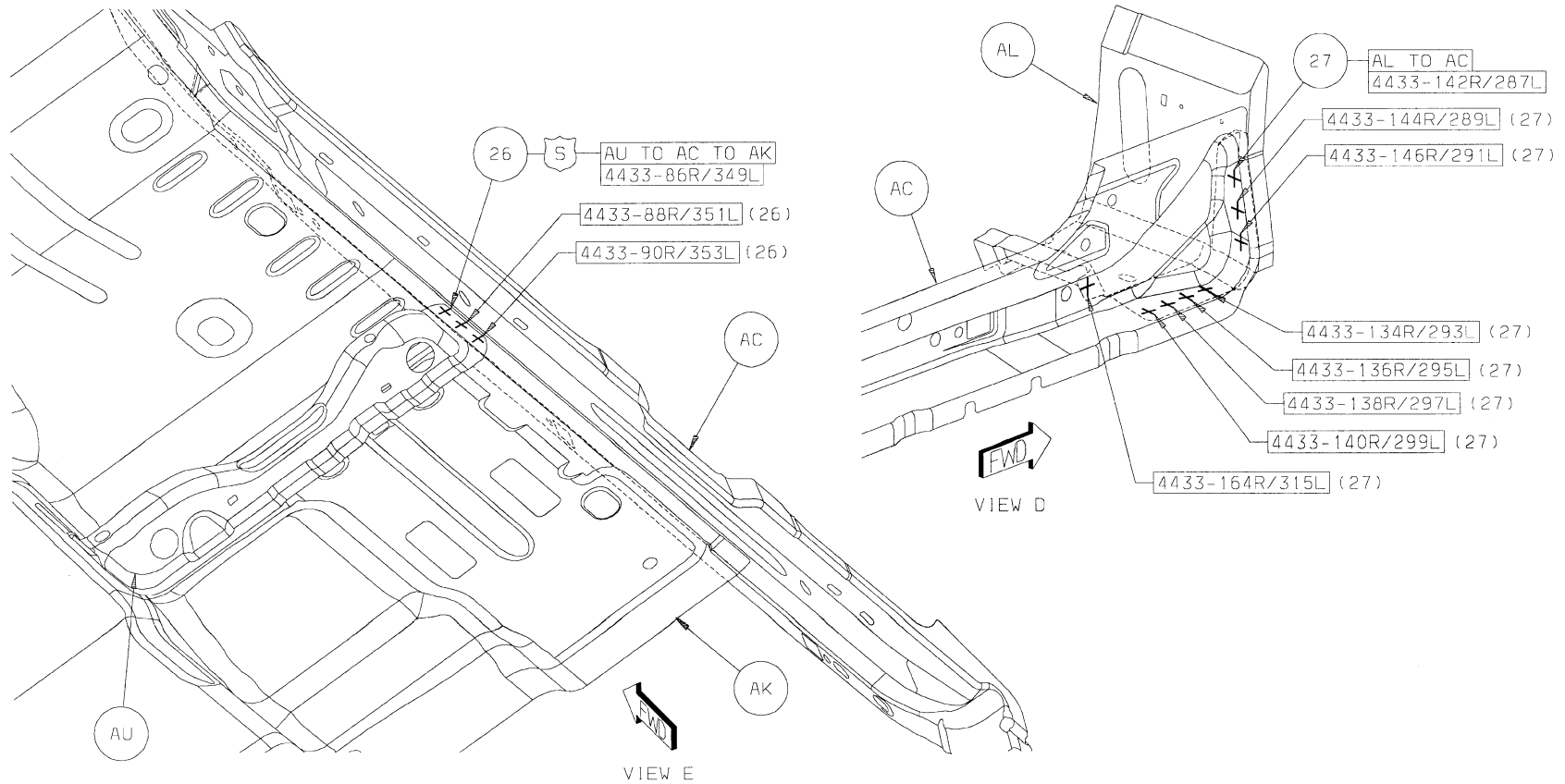
- 23 AW TO AK 1/SD S/WELD
- 24 AW TO AU TO AK 1/SD S/WELD
- 25 AW TO AC 6/SD S/WELD



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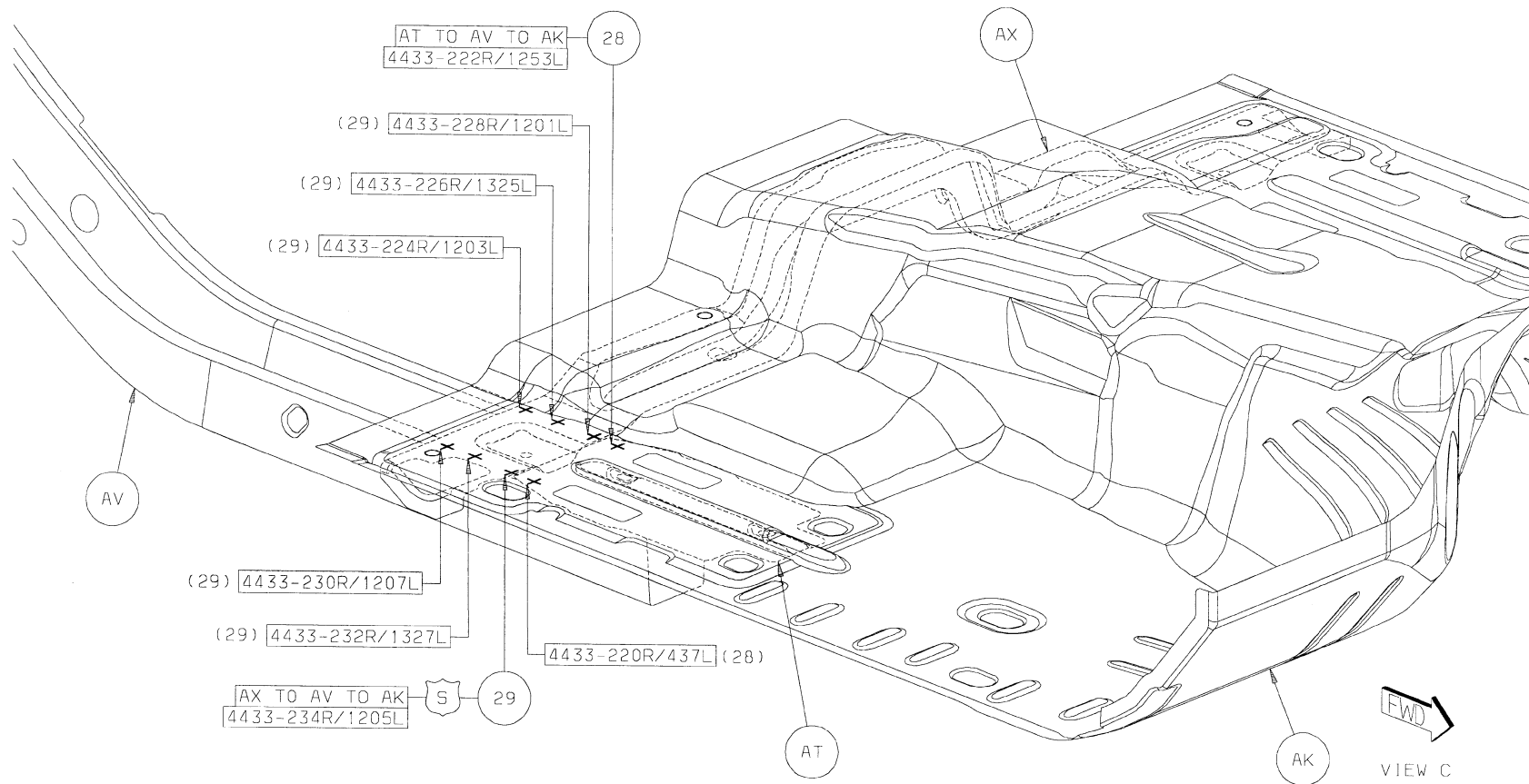
26 AU TO AC TO AK 3/SD S/WELD

27 AL TO AC 8/SD S/WELD



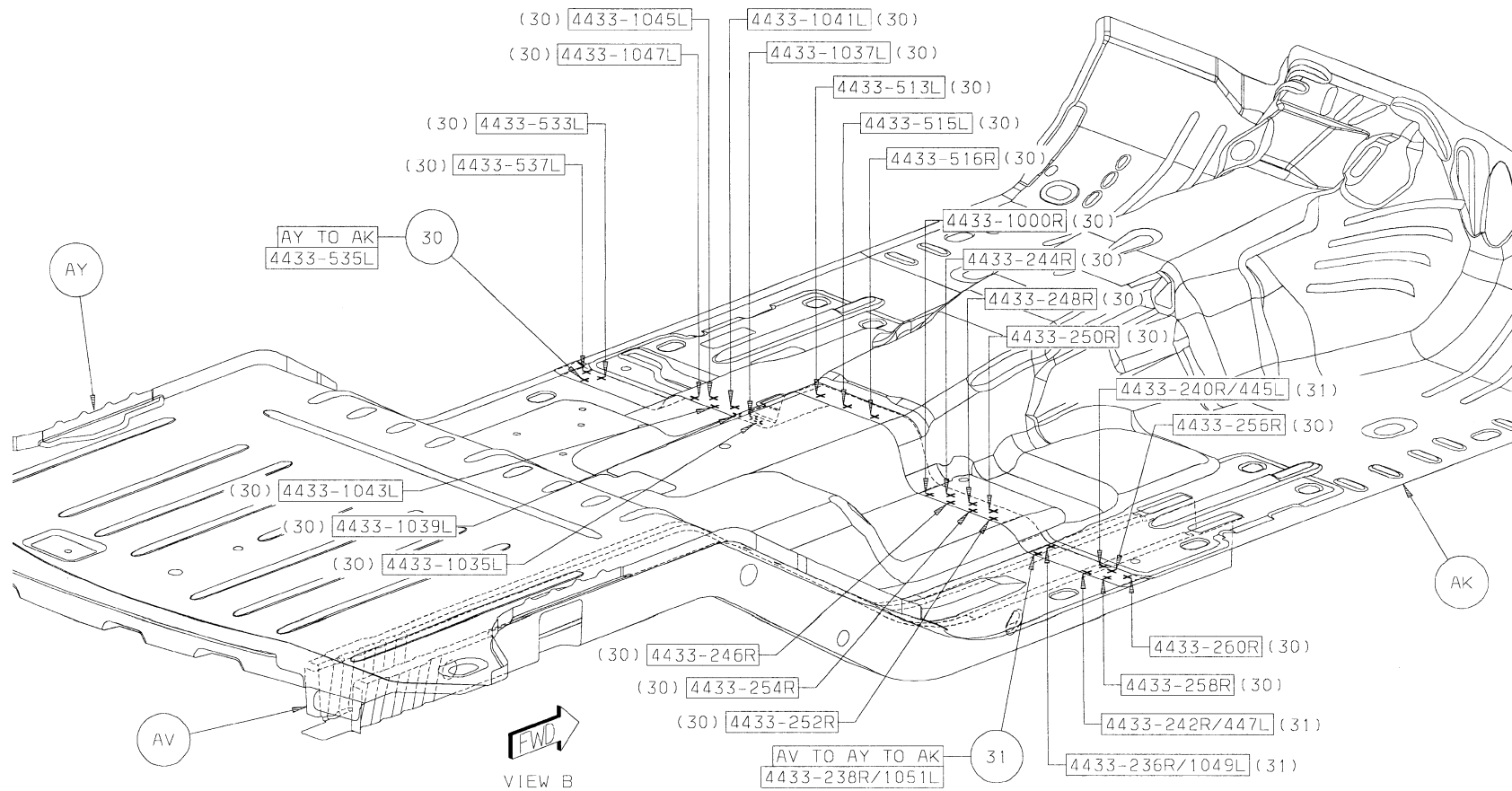
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- 28 AT TO AV TO AK 2/SD S/WELD  
 29 AX TO AV TO AK 6/SD S/WELD



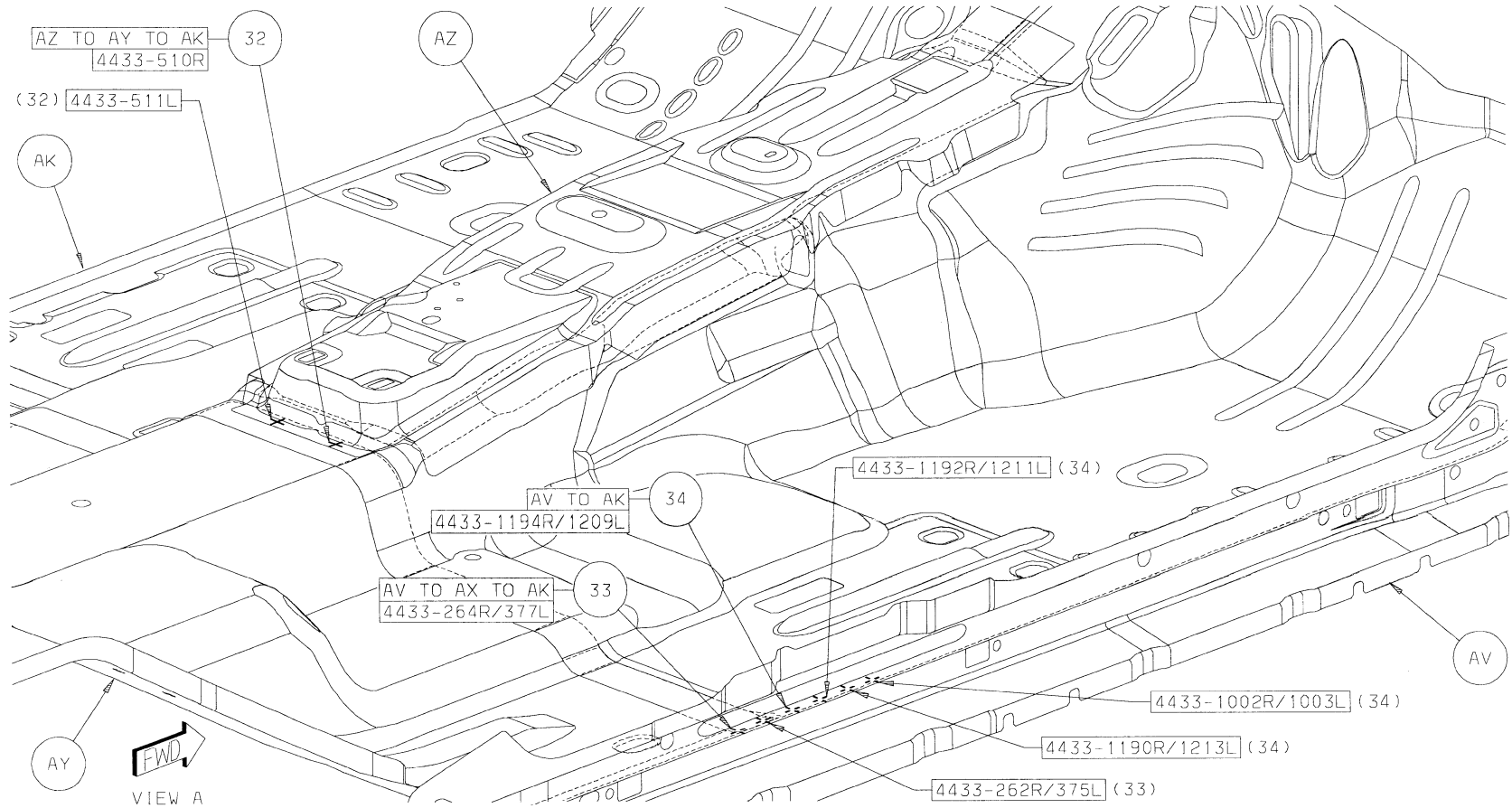
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30 AY TO AK 11R/12/L S/WELD  
31 AV TO AY TO AK 4/SD S/WELD



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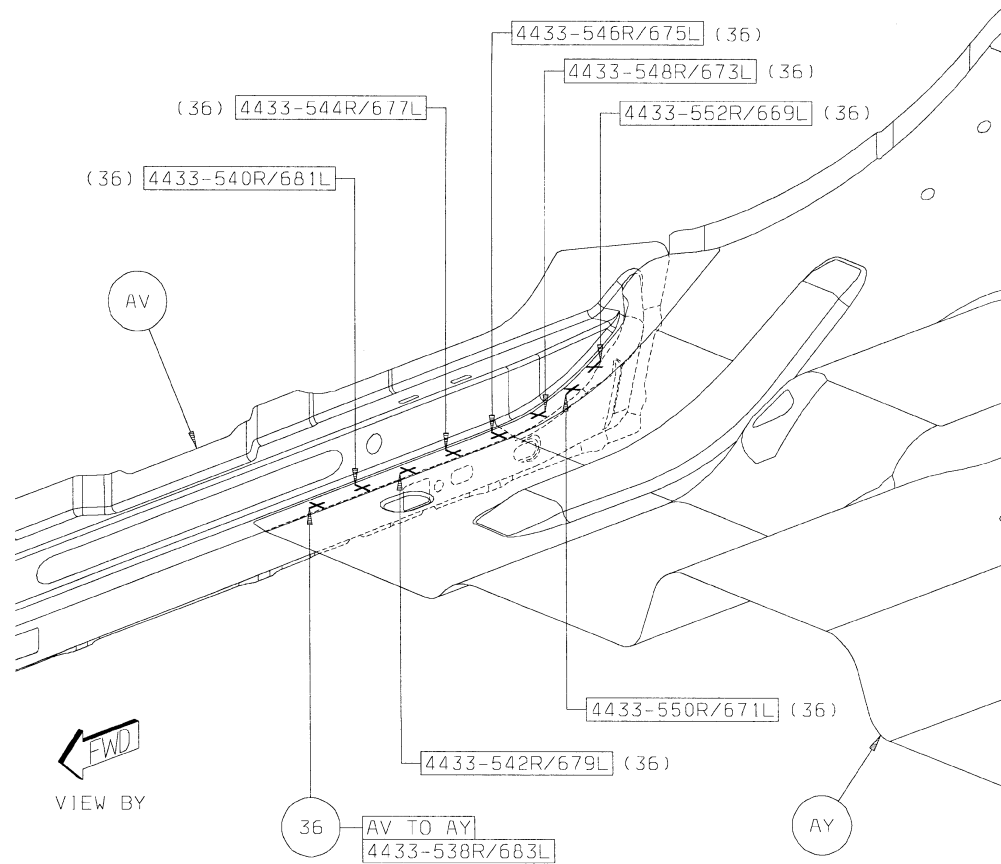
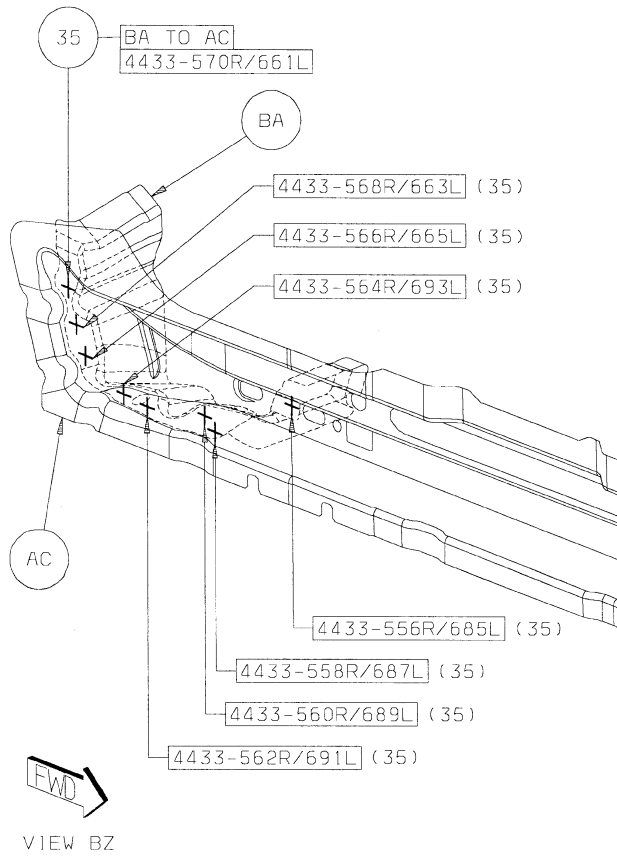
- 32 AZ TO AY TO AK 1R/1L S/WELD
- 33 AV TO AX TO AK 2/SD S/WELD
- 34 AV TO AK 4/SD S/WELD



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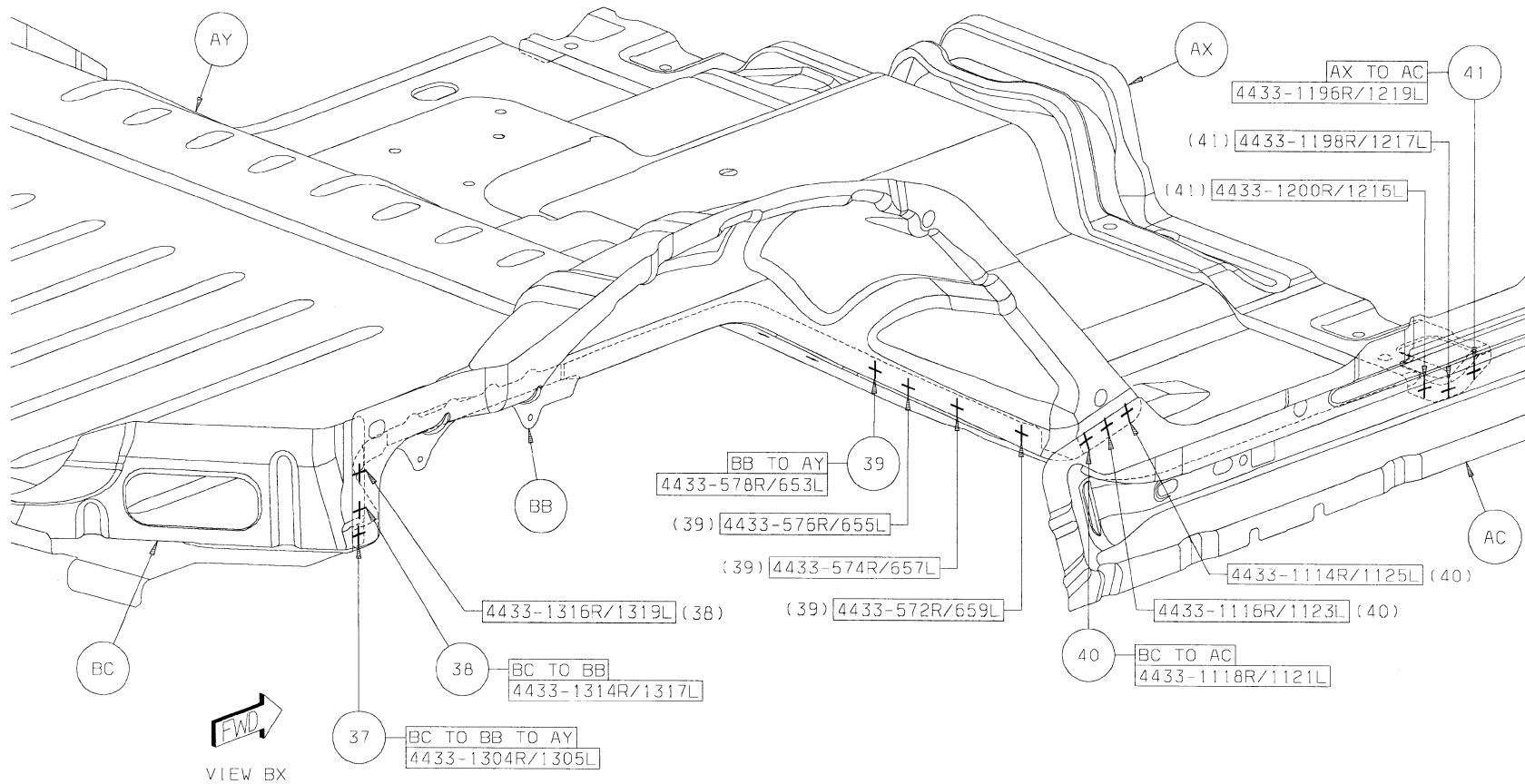
35 BA TO AC 8/SD S/WELD

36 AV TO AY 8/SD S/WELD



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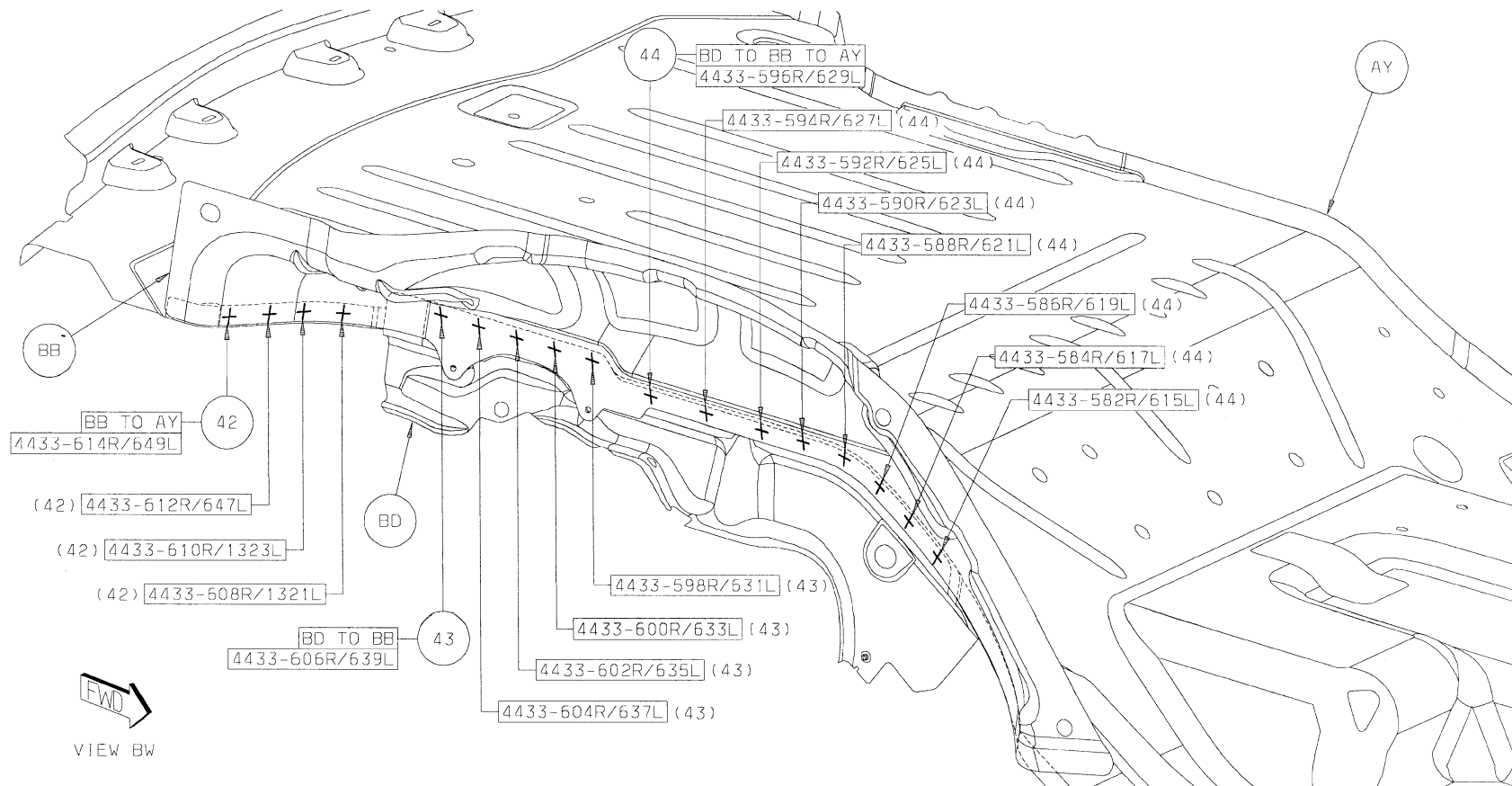
- 37 BC TO BB TO AY 1/SD S/WELD
- 38 BC TO BB 2/SD S/WELD
- 39 BB TO AY 4/SD S/WELD
- 40 BC TO AC 3/SD S/WELD
- 41 AX TO AC 3/SD S/WELD



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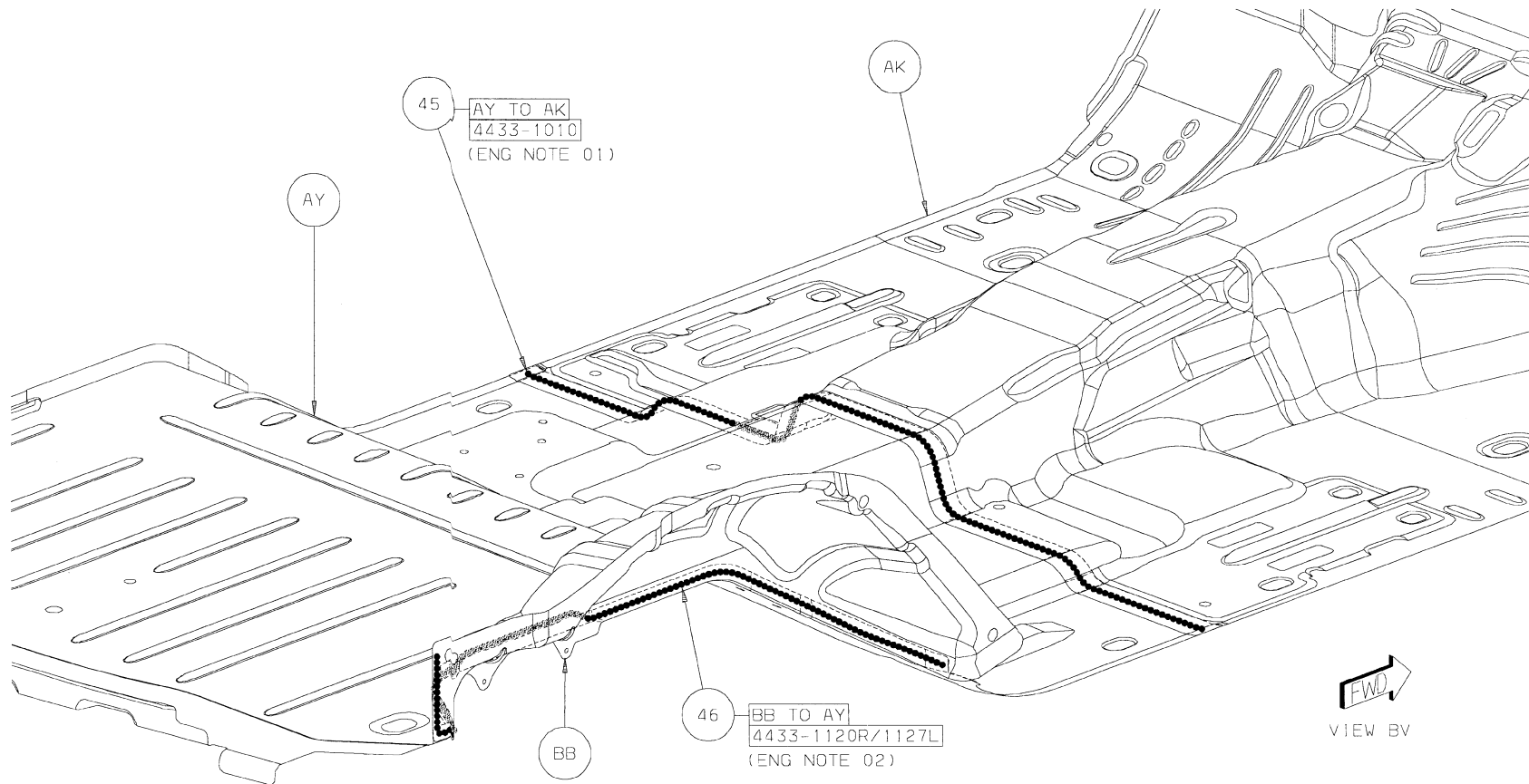


- 42 BB TO AY 4/SD S/WELD
- 43 BD TO BB 5/SD S/WELD
- 44 BD TO BB TO AY 8/SD S/WELD



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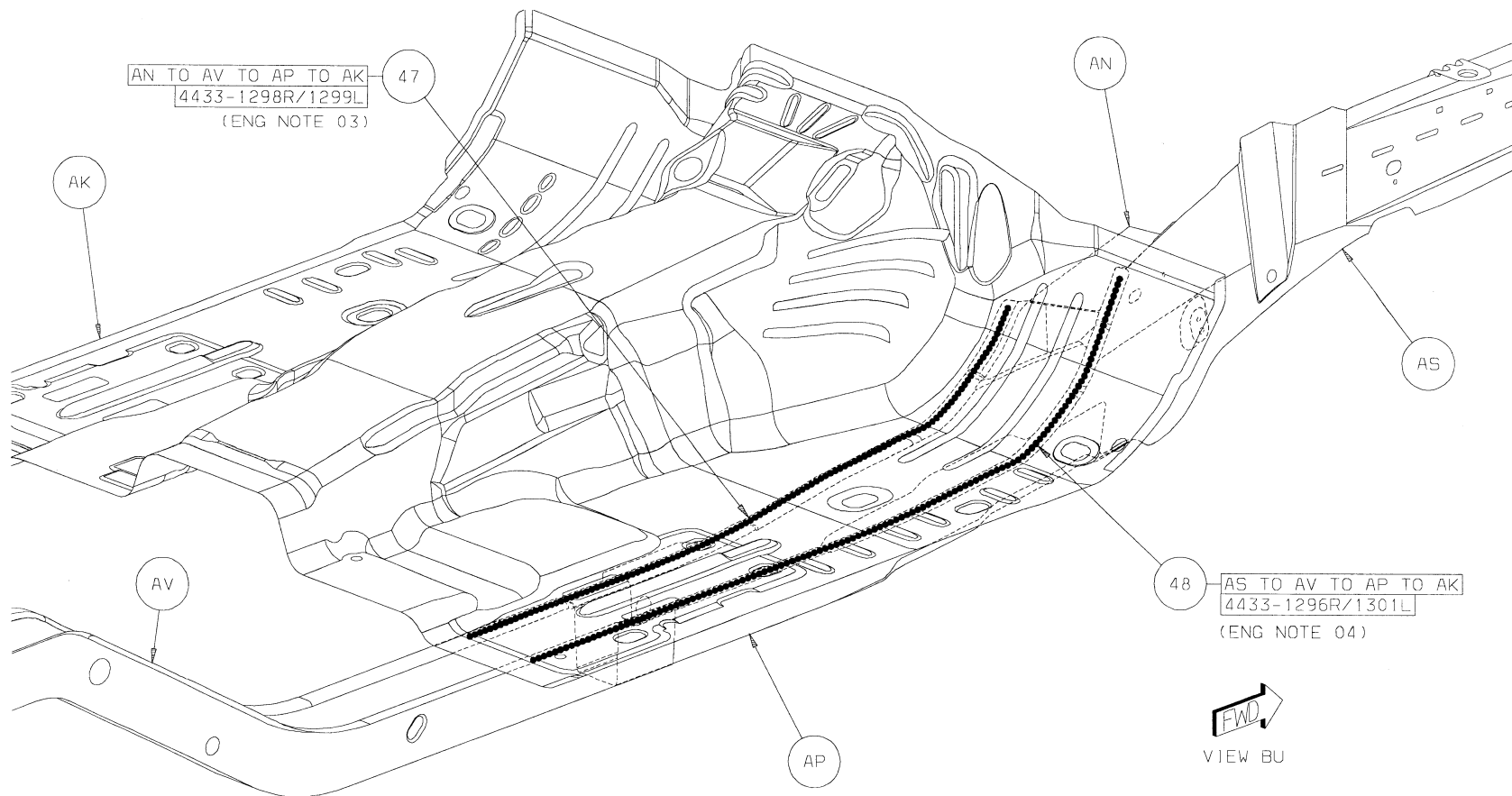
- 45 AY TO AK 1 STRUC ADH
- 46 BB TO AY 2 STRUC ADH



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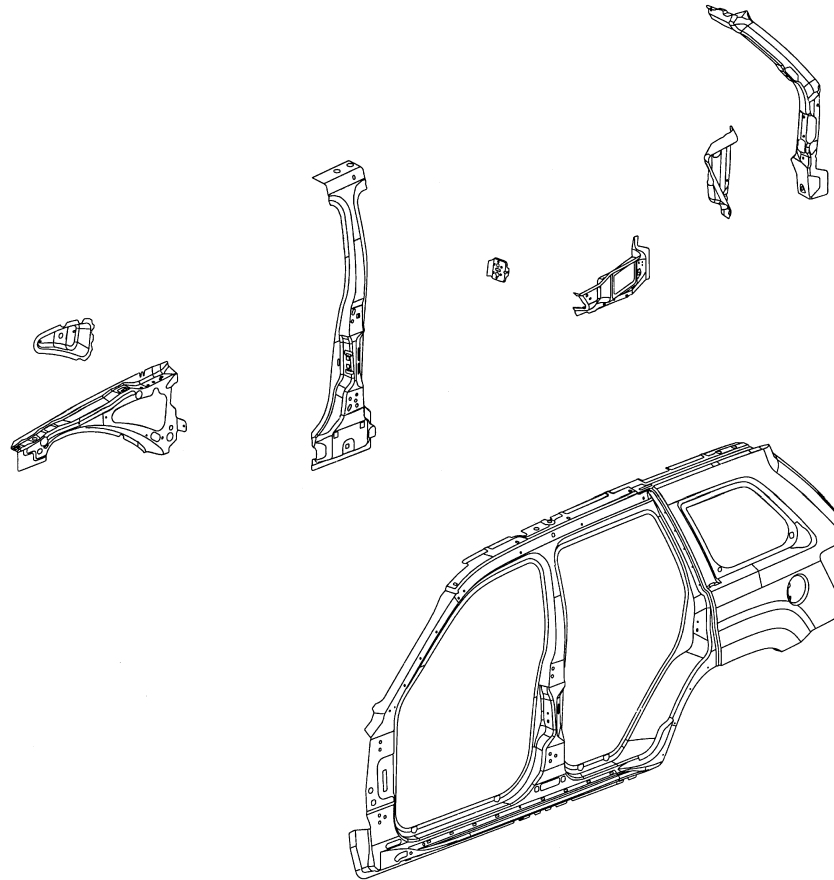
47 AN TO AV TO AP TO AK 2 STRUC ADH

48 AS TO AV TO AP TO AK 2 STRUC ADH



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## GRAND CHEROKEE OUTER BODY SIDE APERTURE SECTION



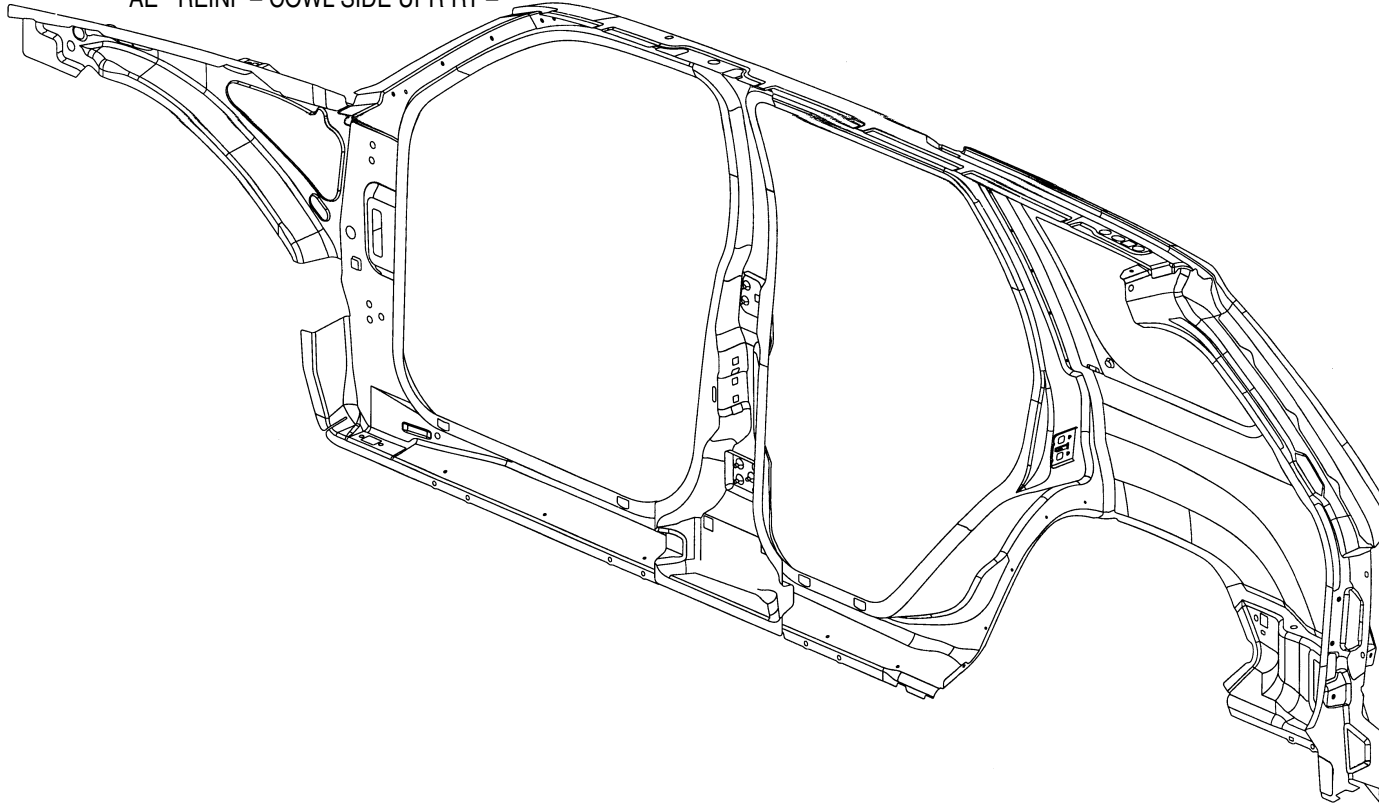
AA PANEL – BODY SIDE RT –  
 AA PANEL – BODY SIDE LT –  
 AB REINF – B-PILLAR RT –  
 AB REINF – B-PILLAR LT –  
 AC TAPPING PLATE – RR DOOR HINGE UPR RT –  
 AC TAPPING PLATE – RR DOOR HINGE UPR LT –  
 AD TAPPING PLATE – RR DOOR HINGE LWR –  
 AD TAPPING PLATE – RR DOOR HINGE LWR –  
 AE REINF – COWL SIDE UPR RT –

AE REINF – COWL SIDE UPR LT –  
 AF REINF – RR DOOR STRIKER –  
 AG TROUGH – LIFTGATE OPENING RT –  
 AG TROUGH – LIFTGATE OPENING LT –  
 AH EXTENSION – BODY SIDE OTR RR RT –  
 AH EXTENSION – BODY SIDE OTR RR LT –  
 AJ PANEL – TAIL LAMP MOUNTING RT –  
 AJ PANEL – TAIL LAMP MOUNTING LT –

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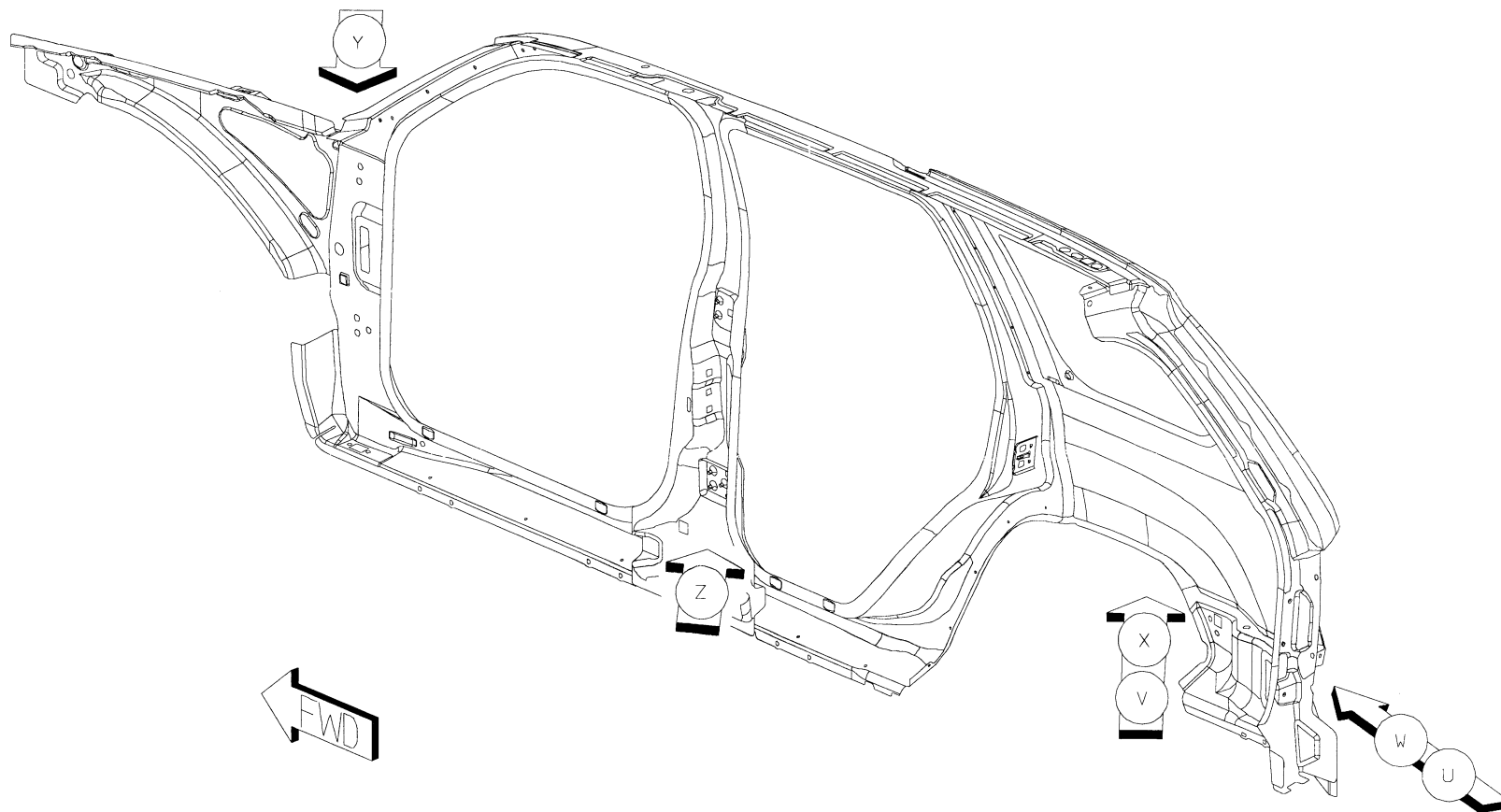
## PARTS IDENTIFICATION LEGEND, OVERVIEW 21

AA	PANEL – BODY SIDE RT –	AE	REINF – COWL SIDE UPR LT –
AA	PANEL – BODY SIDE LT –	AF	REINF – RR DOOR STRIKER –
AB	REINF – B-PILLAR RT –	AG	TROUGH – LIFTGATE OPENING RT –
AB	REINF – B-PILLAR LT –	AG	TROUGH – LIFTGATE OPENING LT –
AC	TAPPING PLATE – RR DOOR HINGE UPR RT –	AH	EXTENSION – BODY SIDE OTR RR RT –
AC	TAPPING PLATE – RR DOOR HINGE UPR LT –	AH	EXTENSION – BODY SIDE OTR RR LT –
AD	TAPPING PLATE – RR DOOR HINGE LWR –	AJ	PANEL – TAIL LAMP MOUNTING RT –
AD	TAPPING PLATE – RR DOOR HINGE LWR –	AJ	PANEL – TAIL LAMP MOUNTING LT –
AE	REINF – COWL SIDE UPR RT –		



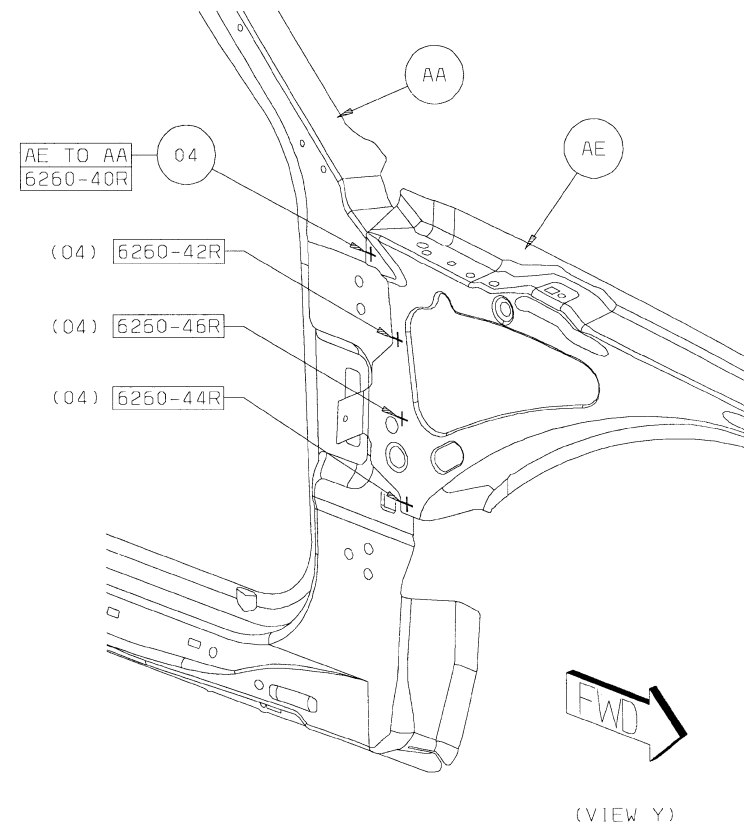
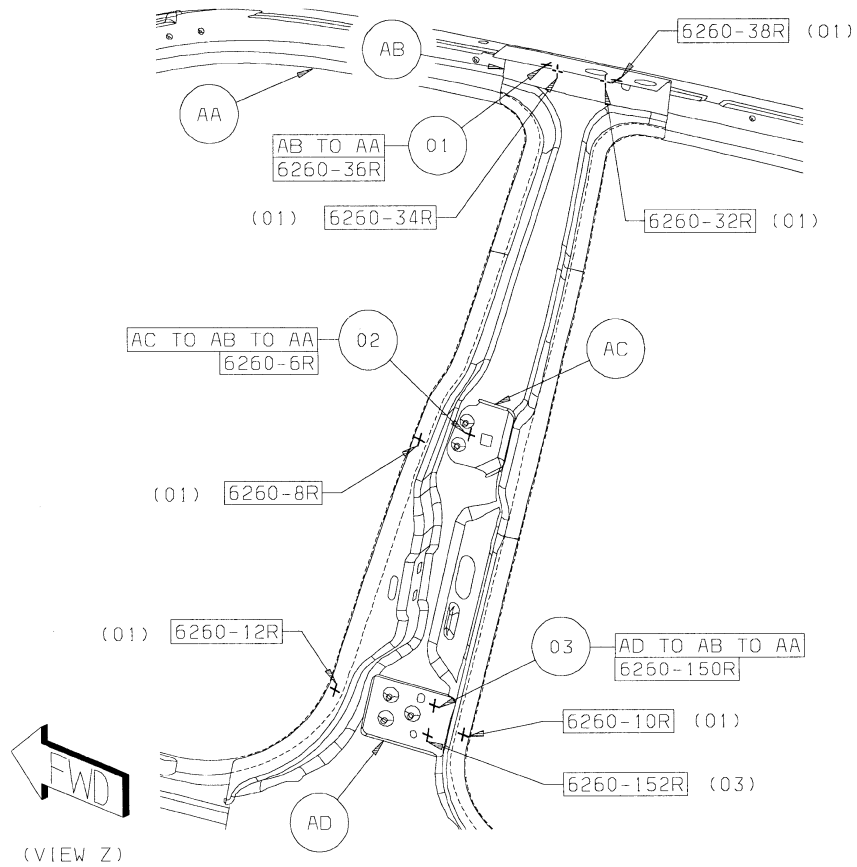
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## WELD LAYOUT LOCATION GUIDE



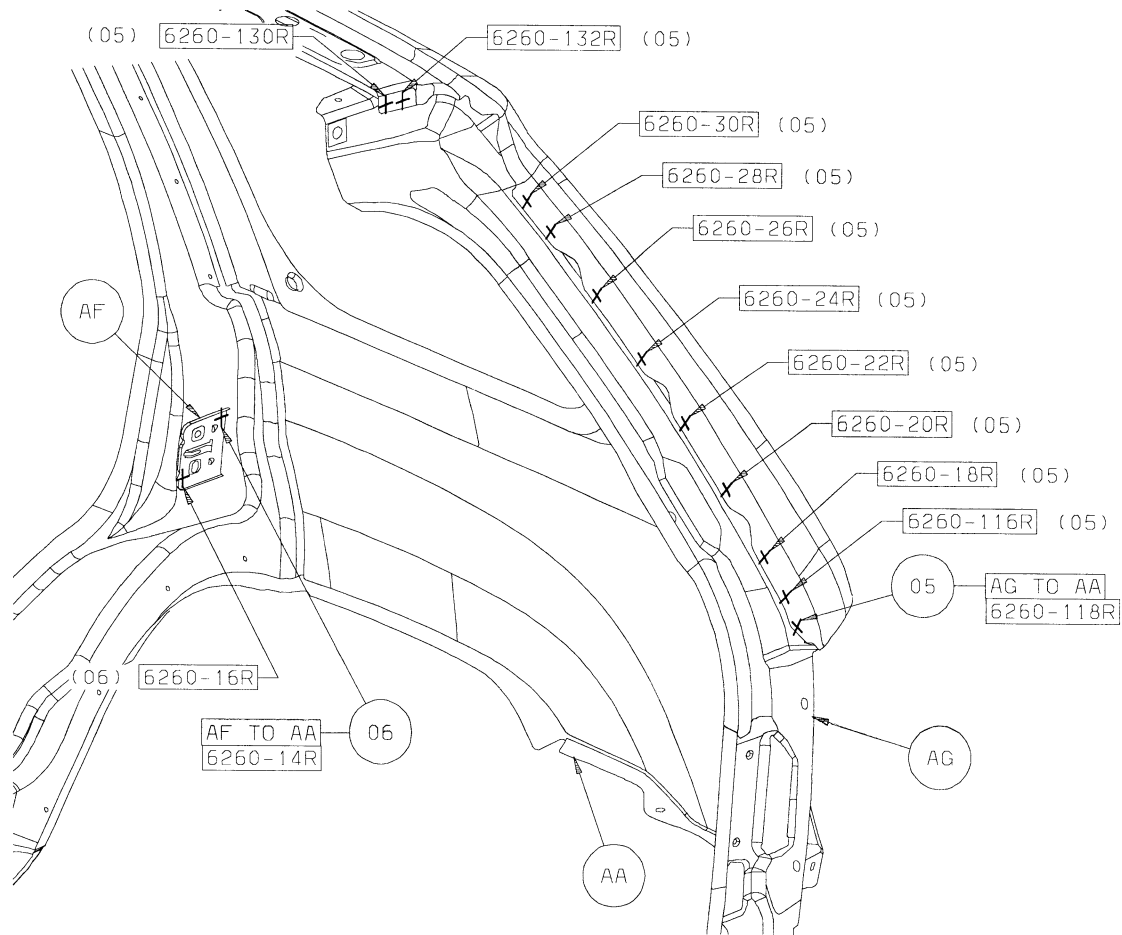
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- 1 AB TO AA 7 S/WELDS
- 2 AC TO AB TO AA 1 S/WELDS
- 3 AD TO AB TO AA 2 S/WELDS
- 4 AE TO AA 4 S/WELDS



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- 5 AG TO AA 11 S/WELDS  
6 AF TO AA 2 S/WELDS

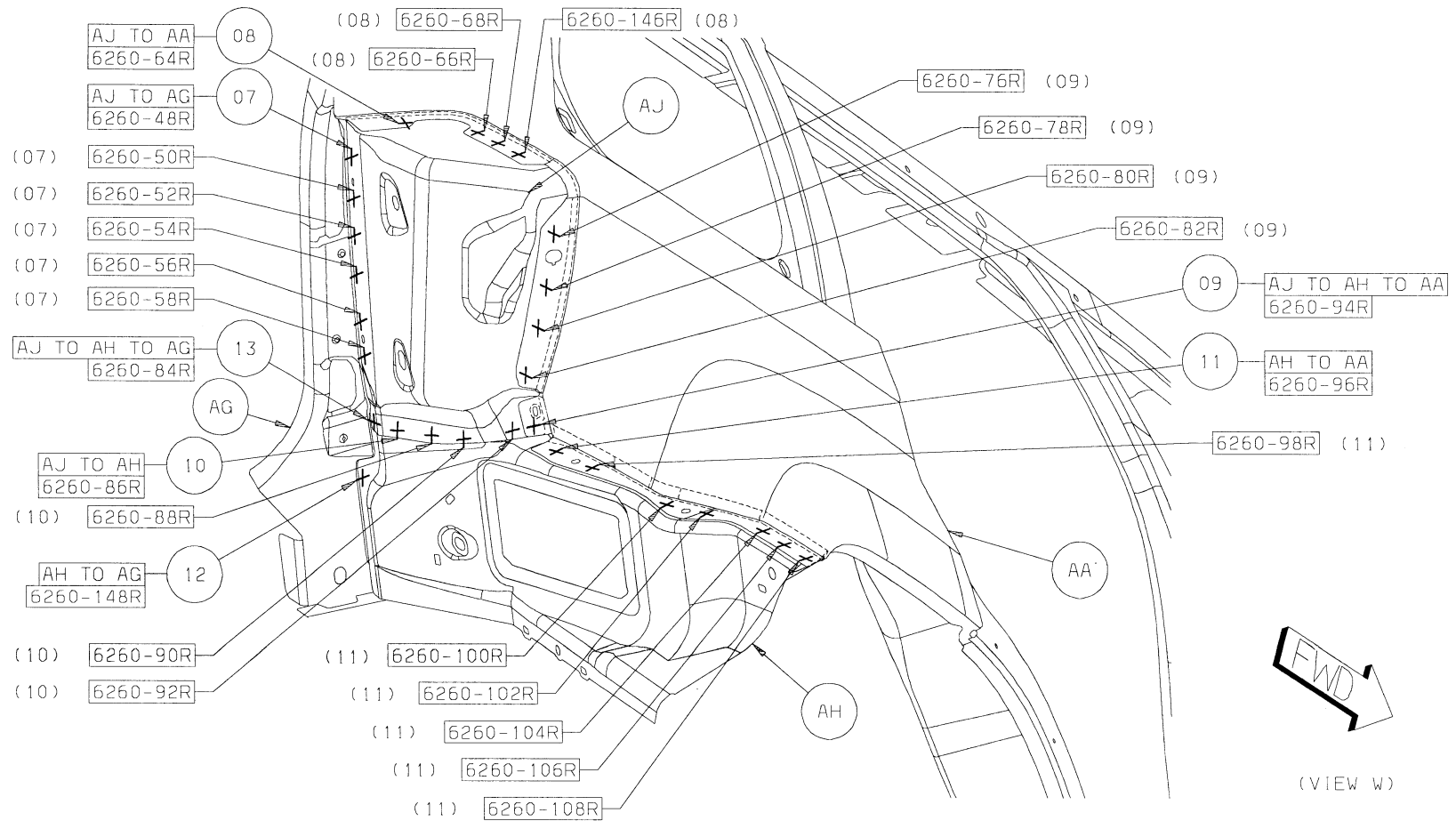


(VIEW X)

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- 7 AJ TO AG 6 S/WELDS
- 8 AJ TO AA 4 S/WELDS
- 9 AJ TO AH TO AA 5 S/WELDS
- 10 AJ TO AH 4 S/WELDS
- 11 AH TO AA 7 S/WELDS
- 12 AH TO AG 1 S/WELD
- 13 AJ TO AH TO AG 1 S/WELD

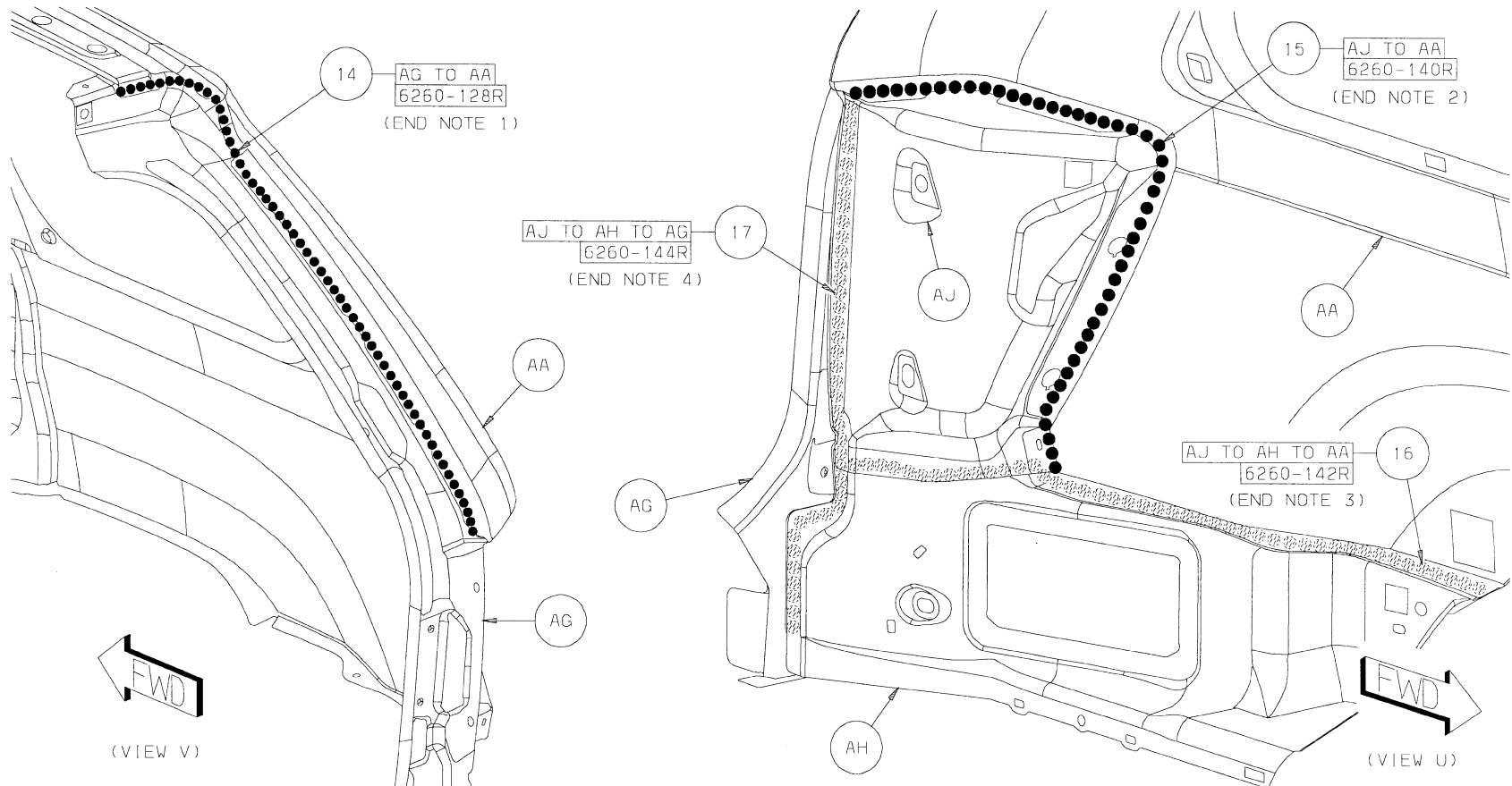


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- ```

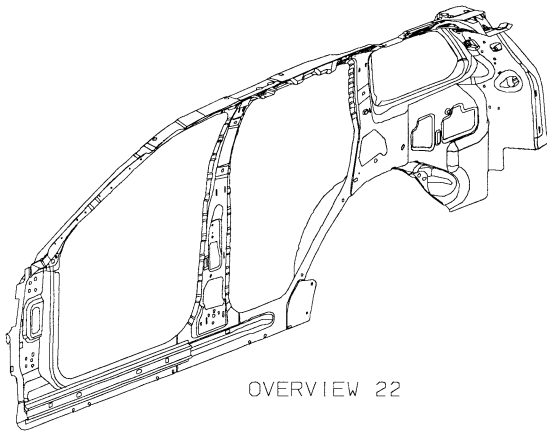
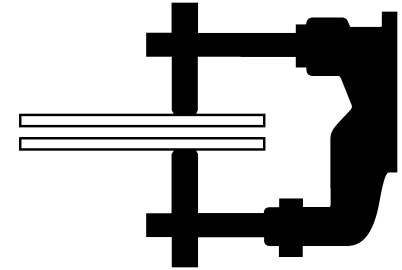
14 AG TO AA 1 STRUC ADH
15 AJ TO AA 1 STRUC ADH
16 AJ TO AH TO AA 1 STRUC ADH
17 AJ TO AH TO AG 1 STRUC ADH

```

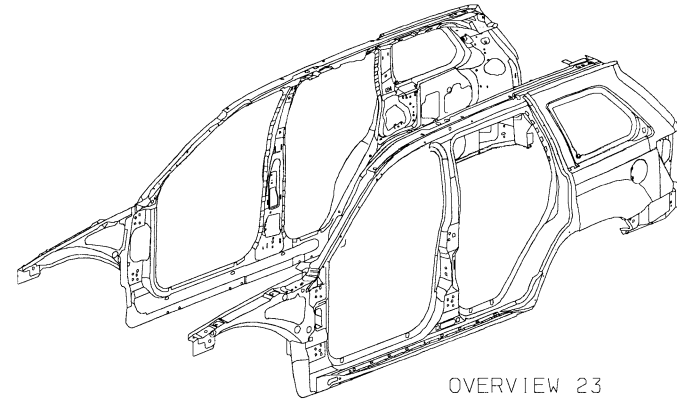


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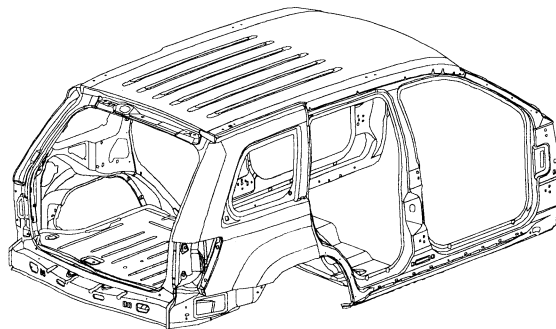
## WELD LOCATION OVERVIEW ZONES



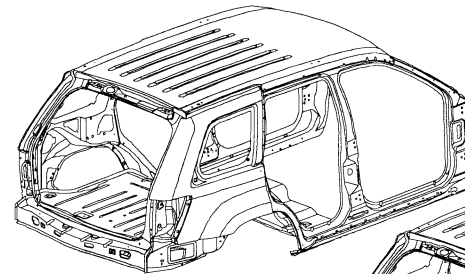
OVERVIEW 22



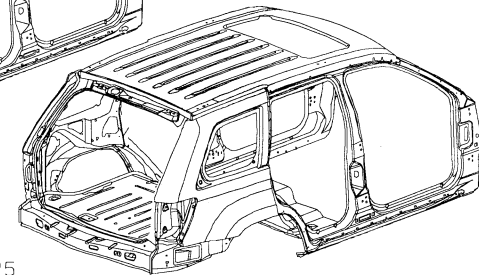
OVERVIEW 23



OVERVIEW 24



OVERVIEW 25



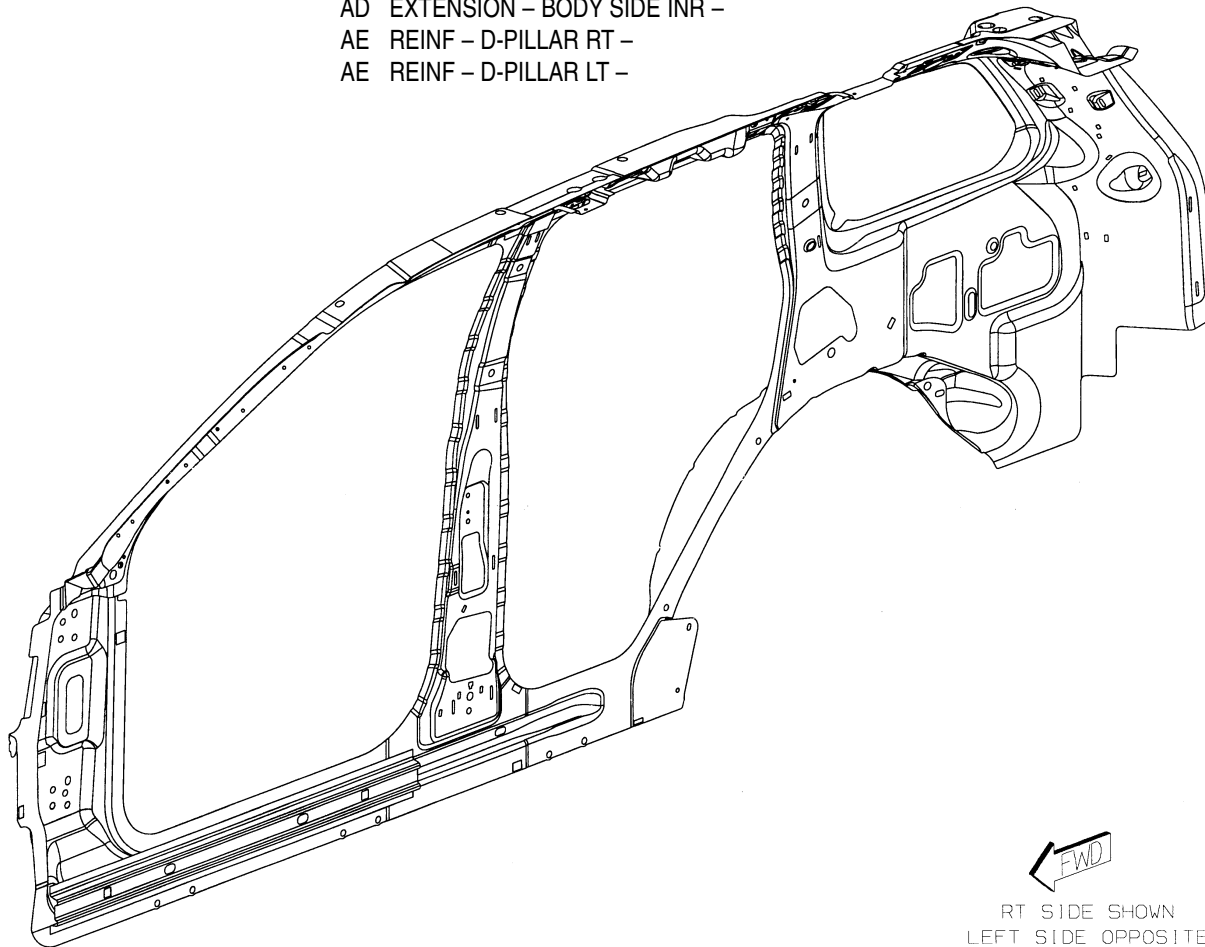
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This diagram illustrates the assembly of a vehicle body-in-white. The main component is the front end and side rails, which are shown in an exploded view. Other components include the side rails, floor pans, and various structural reinforcements. The diagram is a technical line drawing showing the relative positions and assembly points of these parts.

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## PARTS IDENTIFICATION LEGEND, OVERVIEW 22

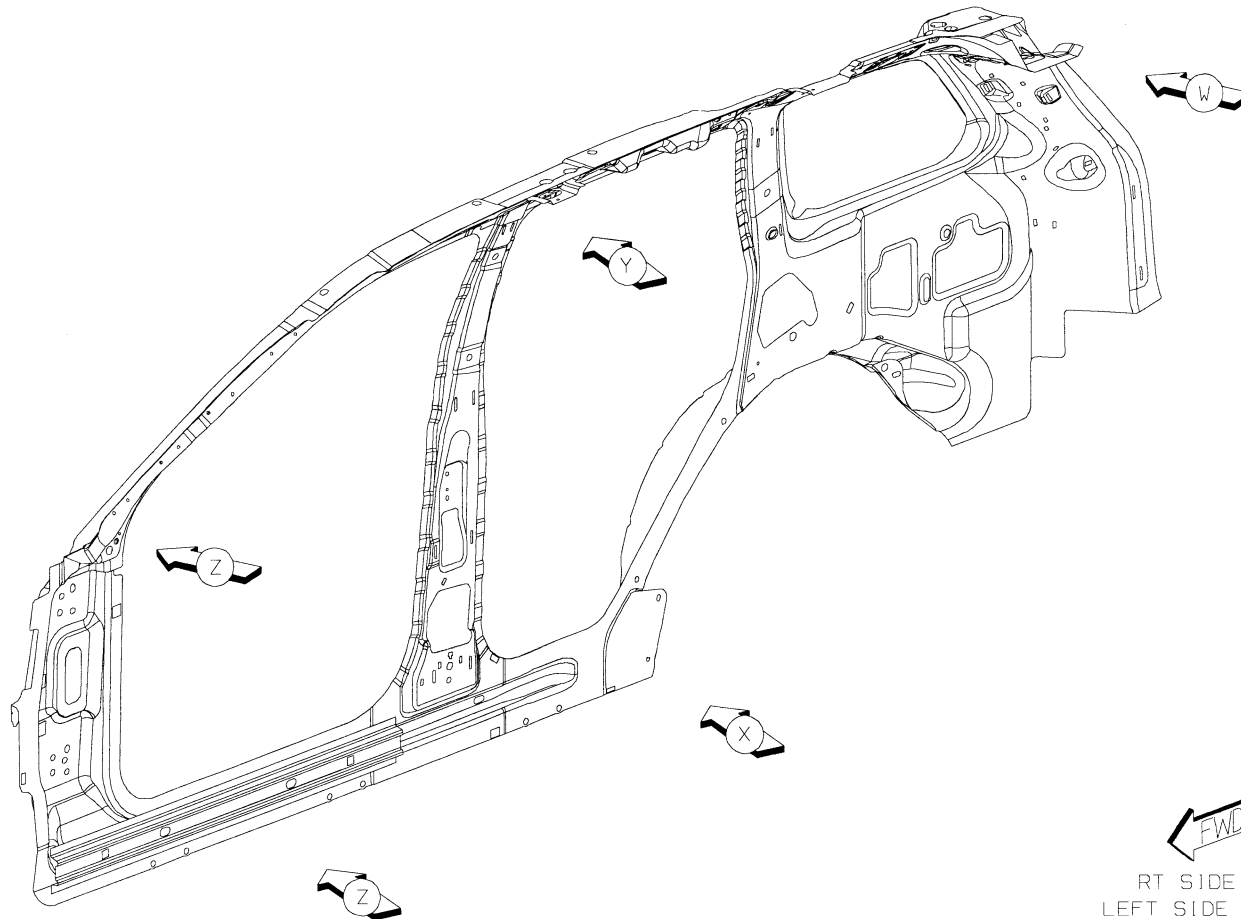
AA PANEL – BODY SIDE INR RT –  
AA PANEL – BODY SIDE INR LT –  
AB REINF – SILL –  
AC REINF ASSY – A-PILLAR UPR RT –  
AC REINF ASSY – A-PILLAR UPR LT –  
AD EXTENSION – BODY SIDE INR –  
AE REINF – D-PILLAR RT –  
AE REINF – D-PILLAR LT –



RT SIDE SHOWN  
LEFT SIDE OPPOSITE

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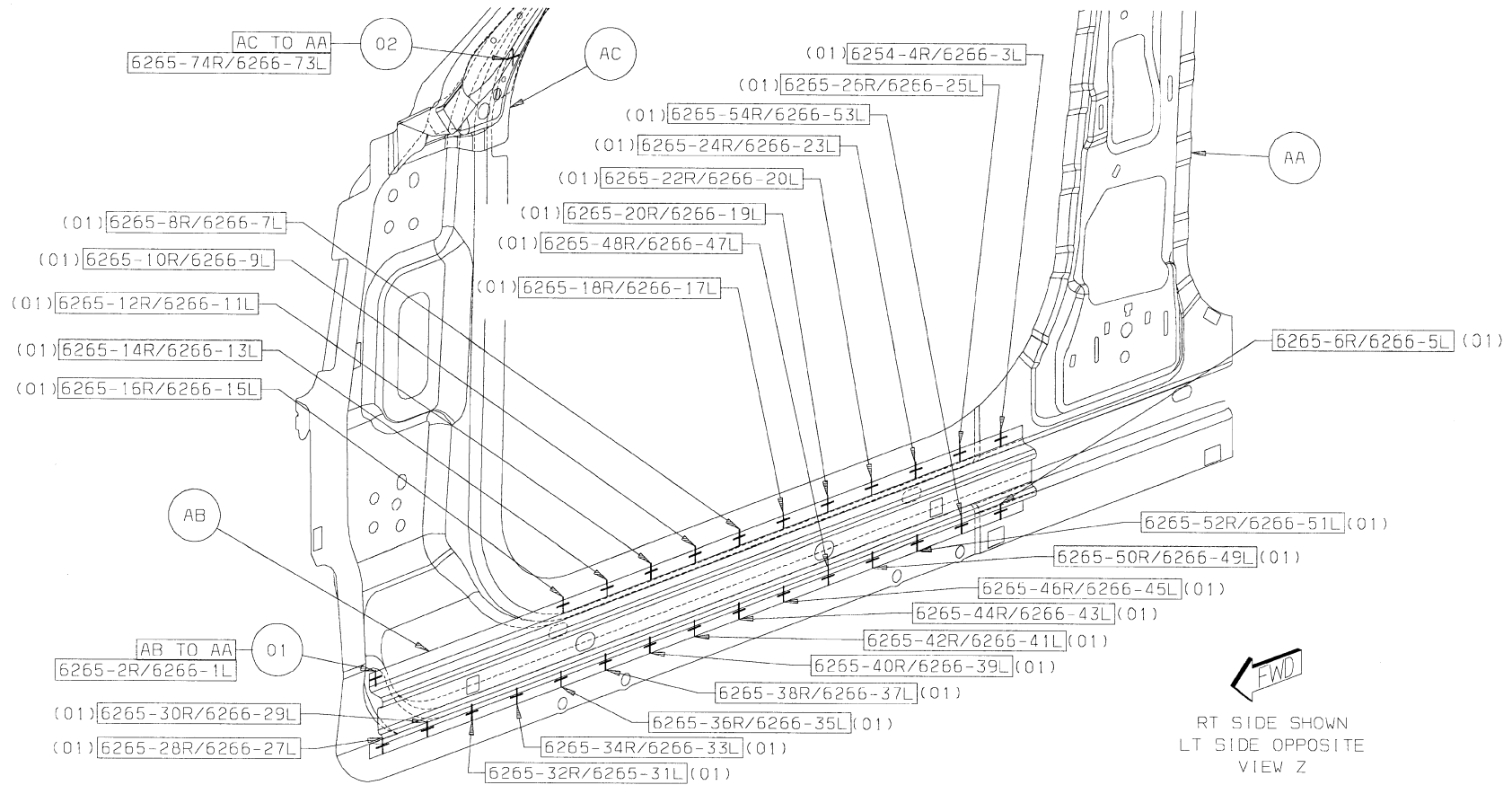
## WELD LAYOUT LOCATION GUIDE



  
RT SIDE SHOWN  
LEFT SIDE OPPOSITE

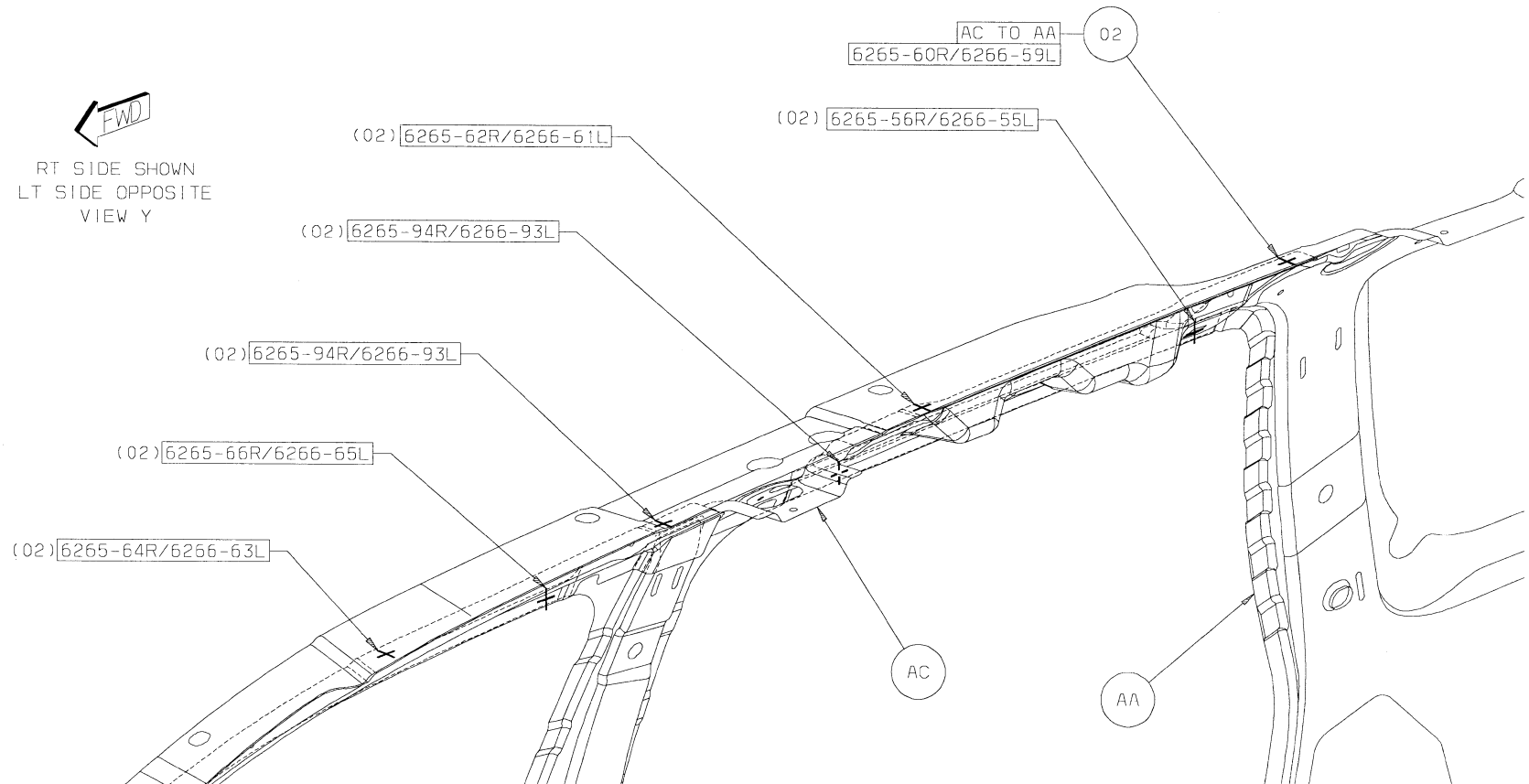
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- 1 AB TO AA 54 S/WELDS
- 2 AC TO AA 16 S/WELDS



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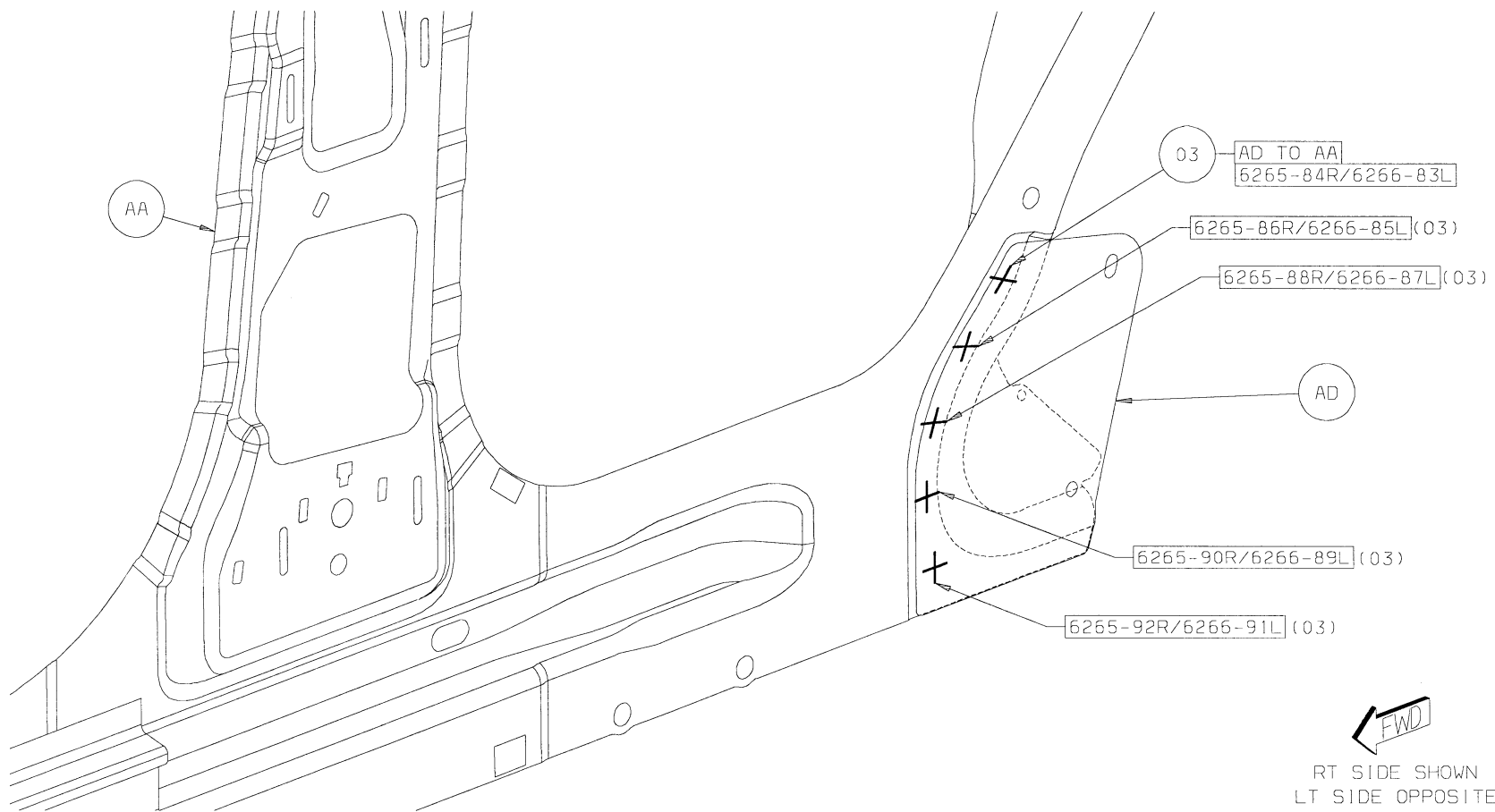
## 2 AC TO AA 16 S/WELDS



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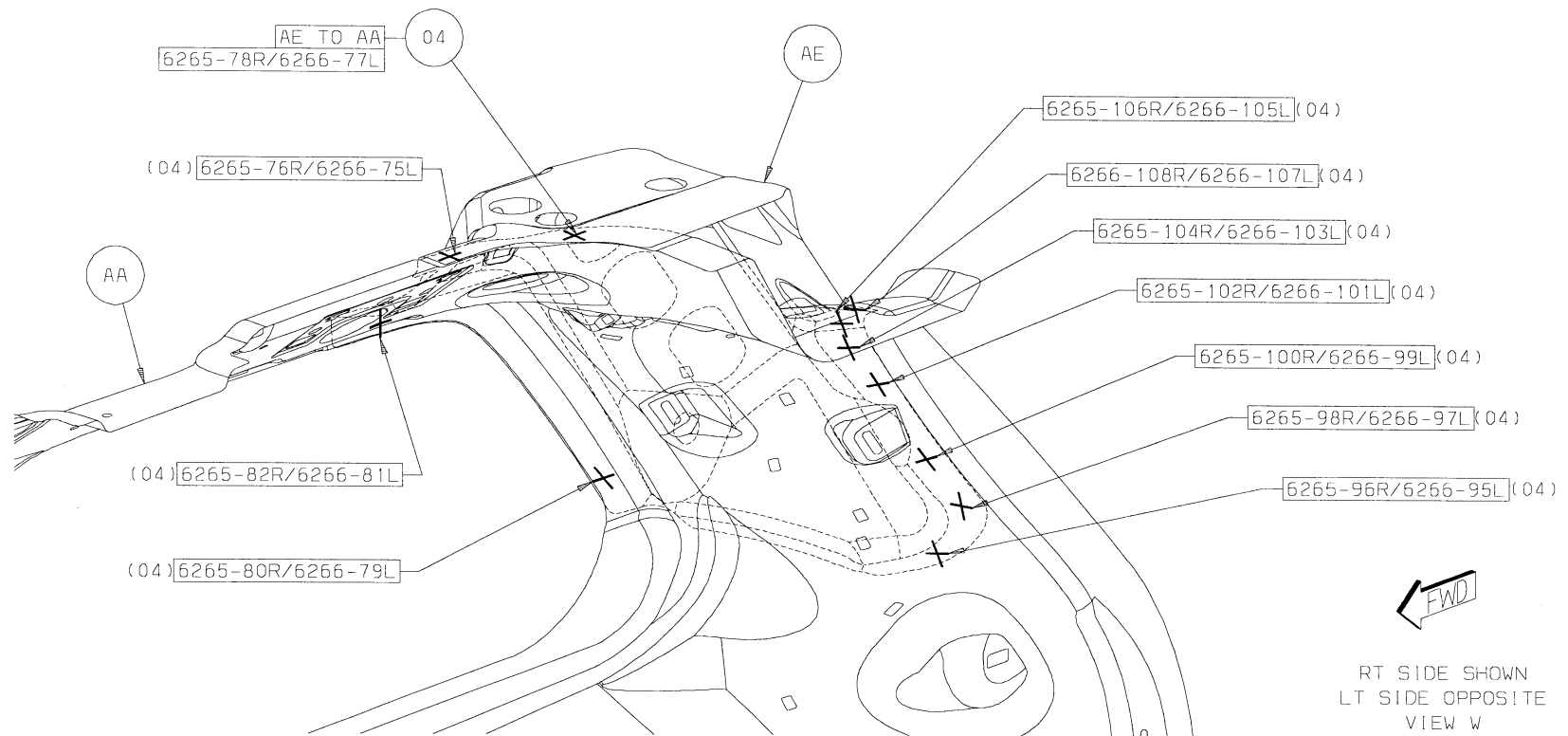


### 3 AD TO AA 10 S/WELDS



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#### 4 AE TO AA 22 S/WELDS



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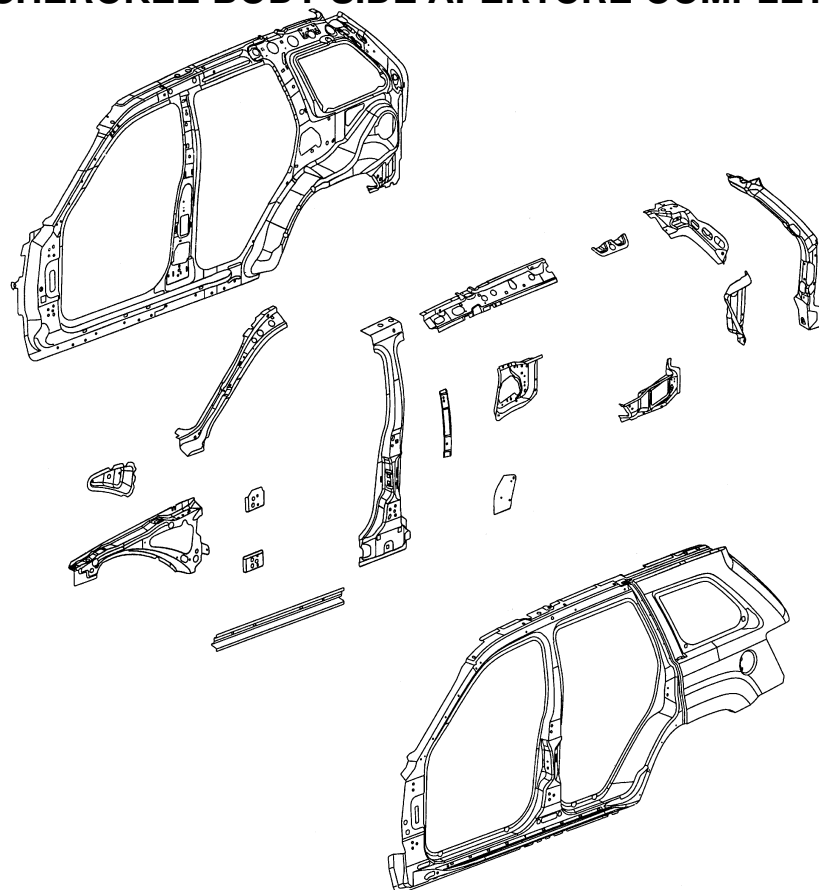
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## GRAND CHEROKEE BODY SIDE APERTURE COMPLETE SECTION



AA PANEL – BODY SIDE RT –  
 AA PANEL – BODY SIDE LT –  
 AB PANEL – BODY SIDE INR RT –  
 AB PANEL – BODY SIDE INR LT –  
 AC REINF – COWL SIDE UPR RT –  
 AC REINF – COWL SIDE UPR LT –  
 AD REINF – A-PILLAR UPR RT –

AD REINF – A-PILLAR UPR LT –  
 AE REINF – B-PILLAR RT –  
 AE REINF – B-PILLAR LT –  
 AF REINF – A-PILLAR UPR RT –  
 AF REINF – A-PILLAR UPR LT –  
 AG REINF – SEAT BACK MTG LT –  
 AG REINF – SEAT BACK MTG RT –

AH EXTENSION – BODY SIDE OTR RR RT –  
 AH EXTENSION – BODY SIDE OTR RR LT –  
 AJ REINF – D-PILLAR RT –  
 AJ REINF – D-PILLAR LT –  
 AK TROUGH – LIFTGATE OPENING RT –  
 AK TROUGH – LIFTGATE OPENING LT –  
 AL EXTENSION – BODY SIDE INR –

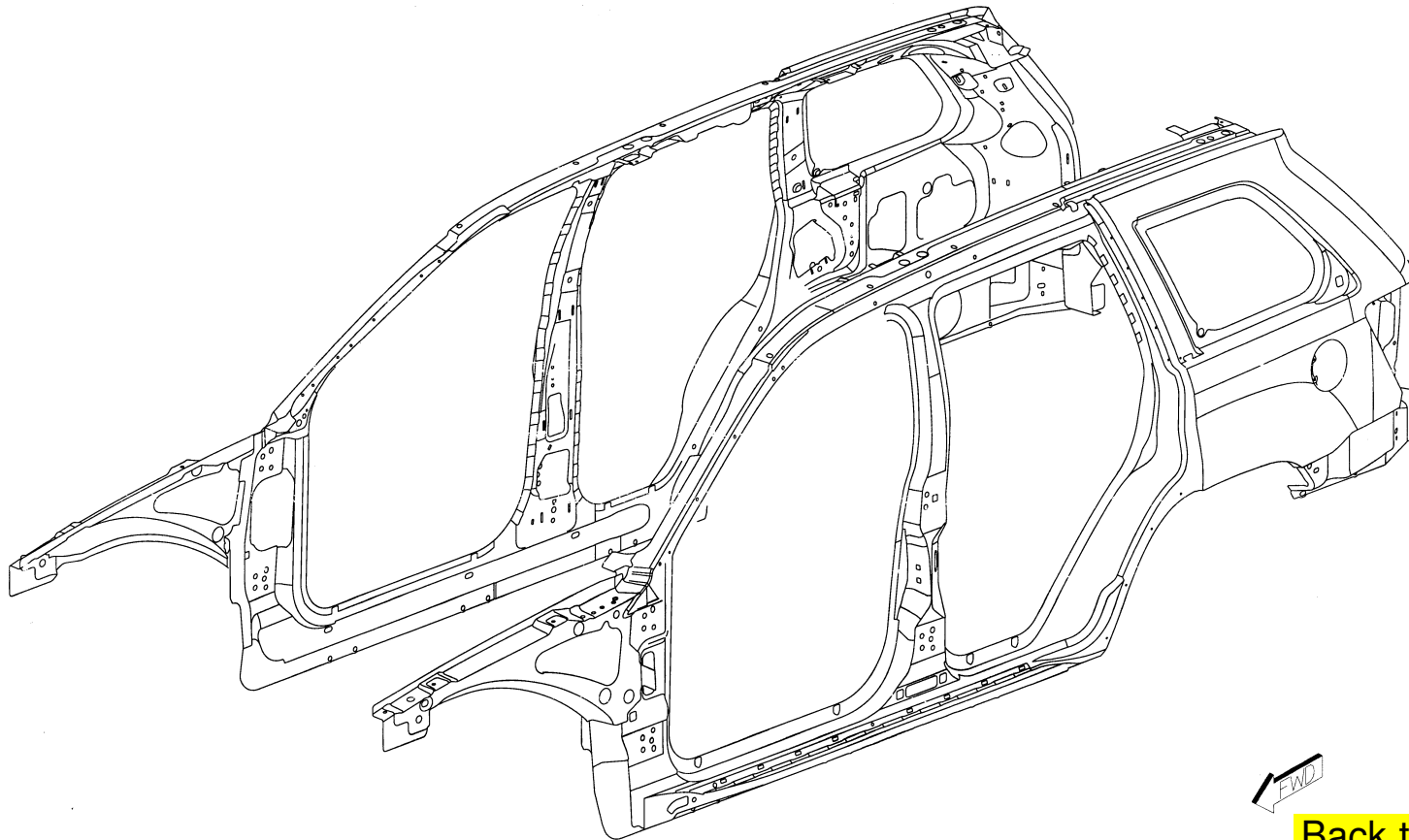
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## PARTS IDENTIFICATION LEGEND, OVERVIEW 23

AA PANEL – BODY SIDE RT –  
AA PANEL – BODY SIDE LT –  
AB PANEL – BODY SIDE INR RT –  
AB PANEL – BODY SIDE INR LT –  
AC REINF – COWL SIDE UPR RT –  
AC REINF – COWL SIDE UPR LT –  
AD REINF – A-PILLAR UPR RT –

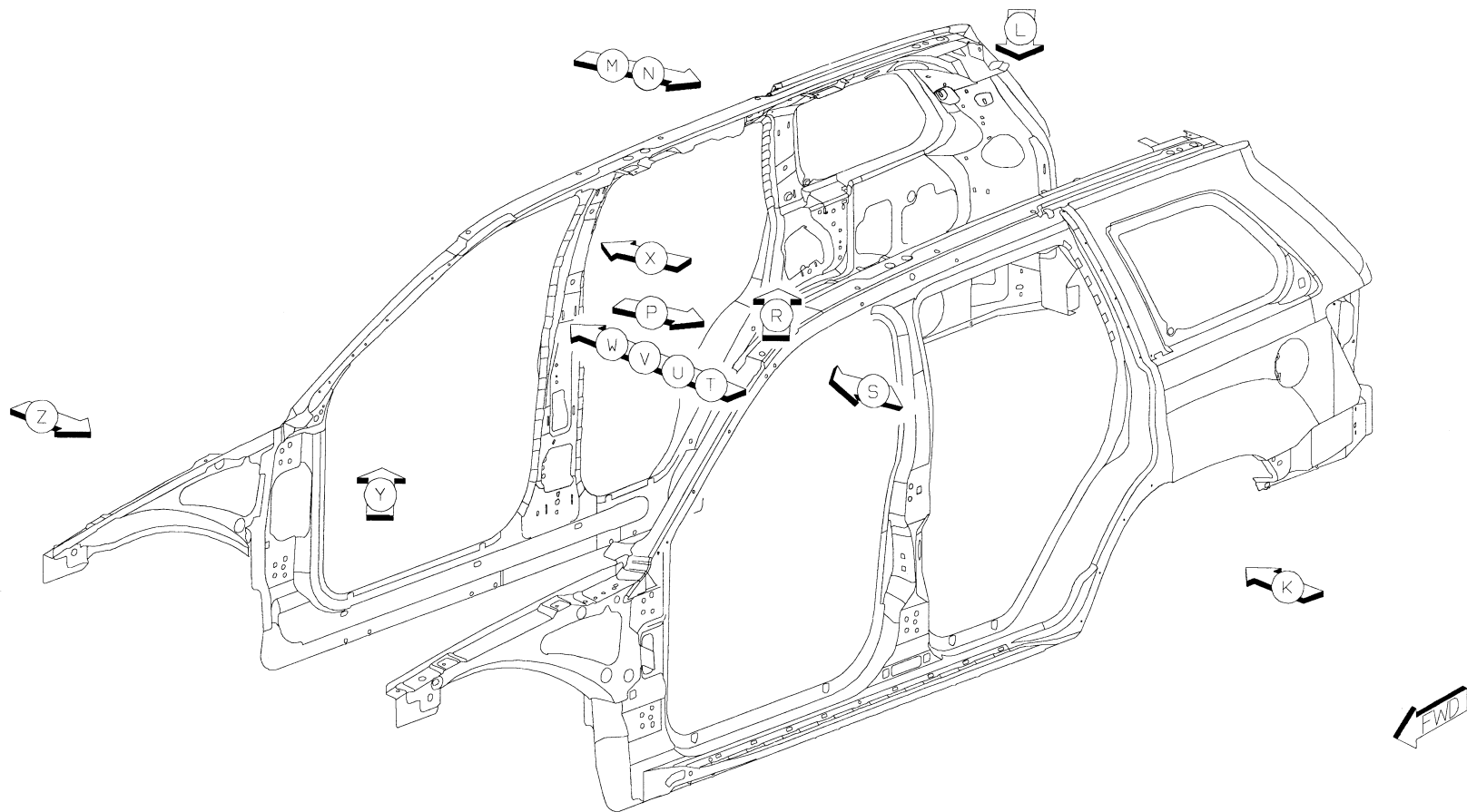
AD REINF – A-PILLAR UPR LT –  
AE REINF – B-PILLAR RT –  
AE REINF – B-PILLAR LT –  
AF REINF – A-PILLAR UPR RT –  
AF REINF – A-PILLAR UPR LT –  
AG REINF – SEAT BACK MTG LT –  
AG REINF – SEAT BACK MTG RT –

AH EXTENSION – BODY SIDE OTR RR RT –  
AH EXTENSION – BODY SIDE OTR RR LT –  
AJ REINF – D-PILLAR RT –  
AJ REINF – D-PILLAR LT –  
AK TROUGH – LIFTGATE OPENING RT –  
AK TROUGH – LIFTGATE OPENING LT –  
AL EXTENSION – BODY SIDE INR –



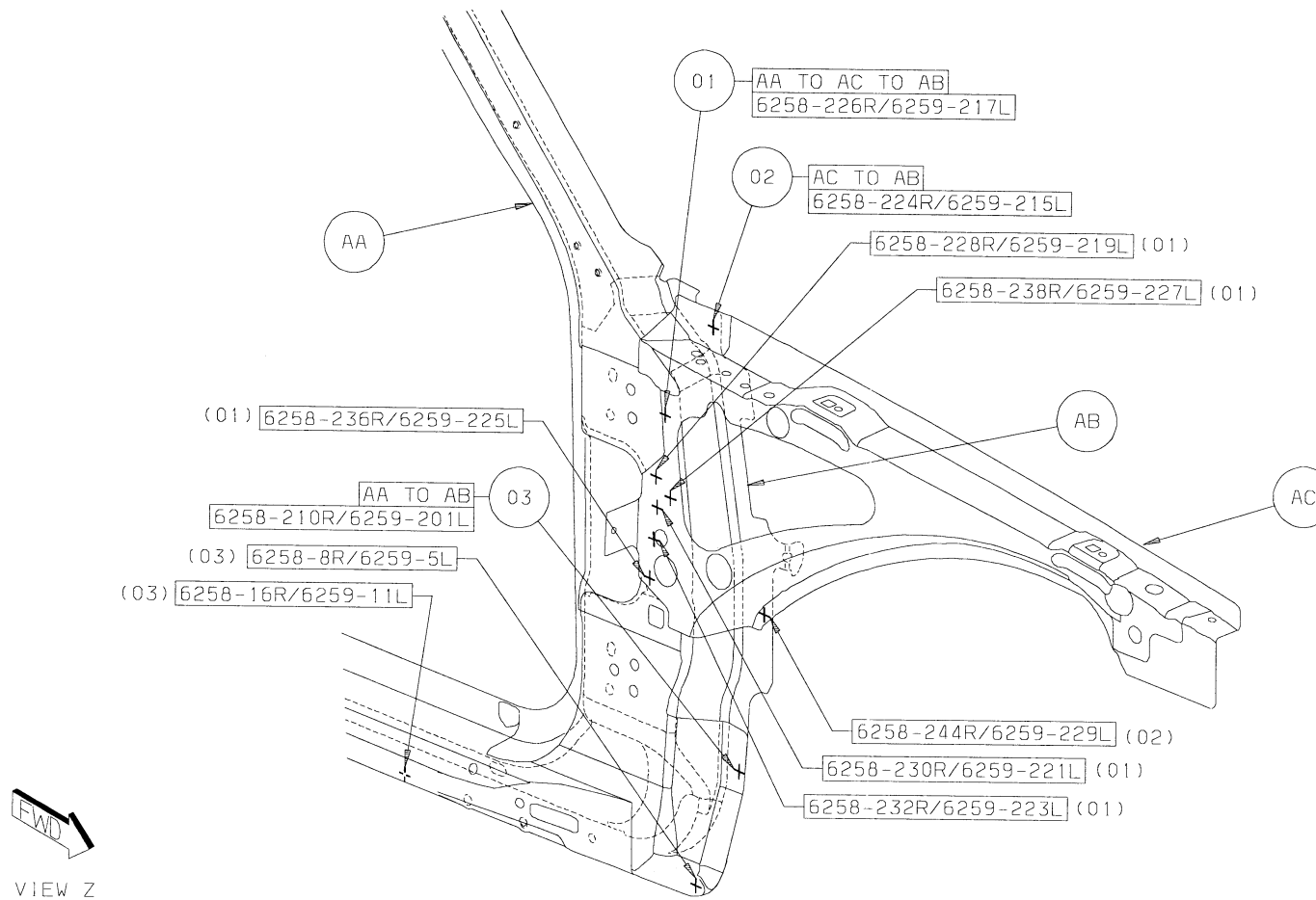
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## WELD LAYOUT LOCATION GUIDE



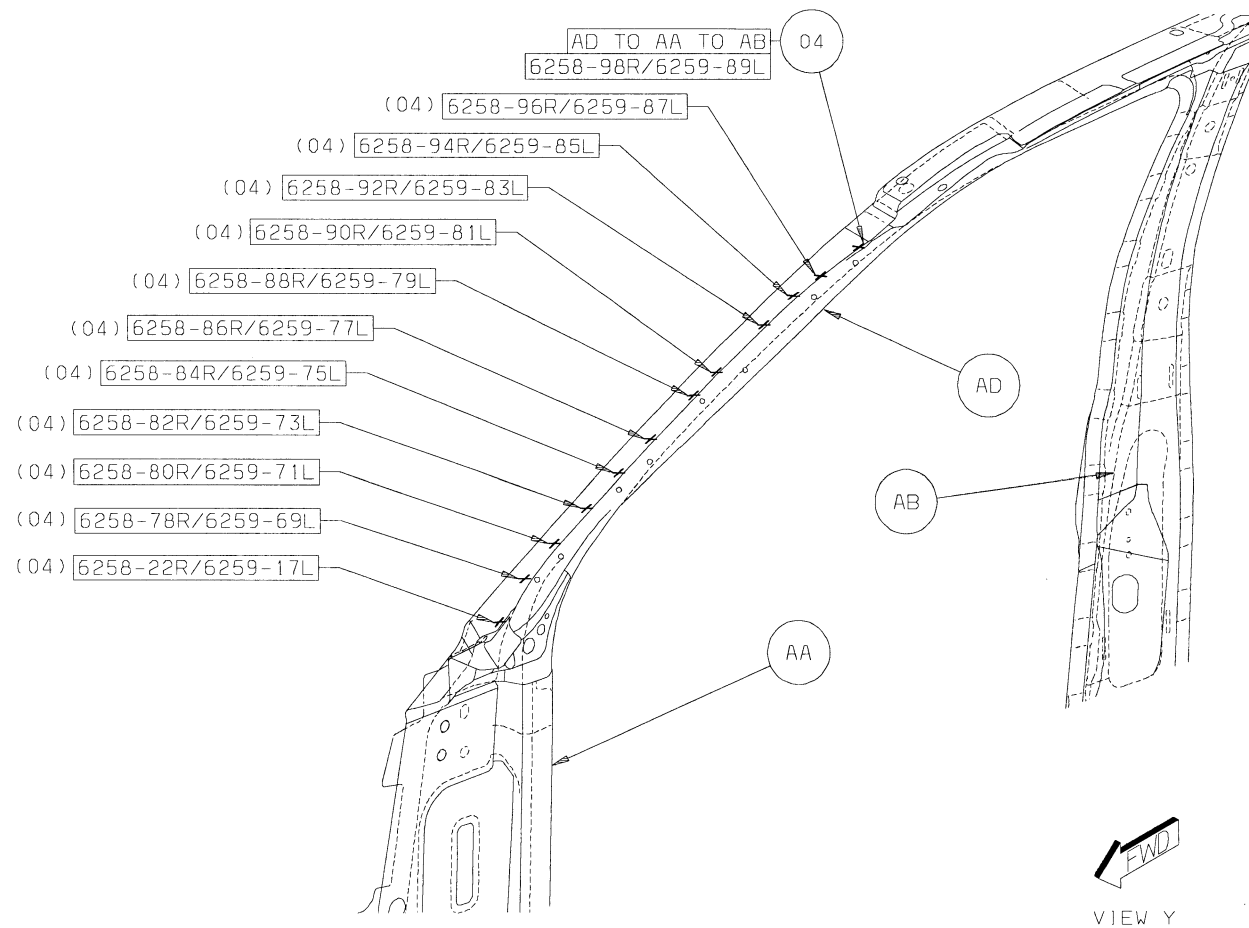
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- 1 AA TO AC TO AB 6/SD S/WELDS
- 2 AC TO AB 2/SD S/WELDS
- 3 AA TO AB 3/SD S/WELDS



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4 AD TO AB TO AA 12/SD S/WELDS

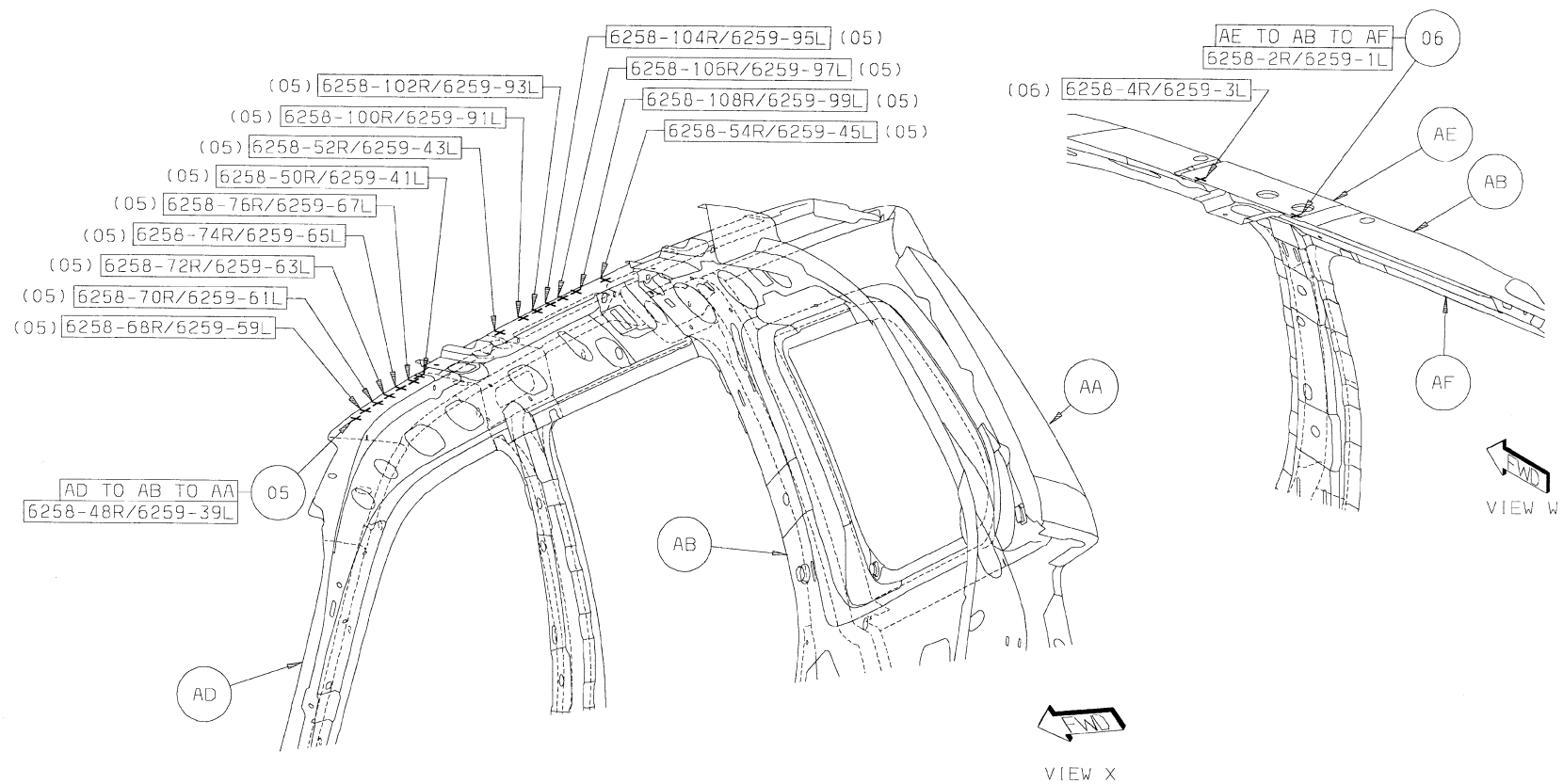


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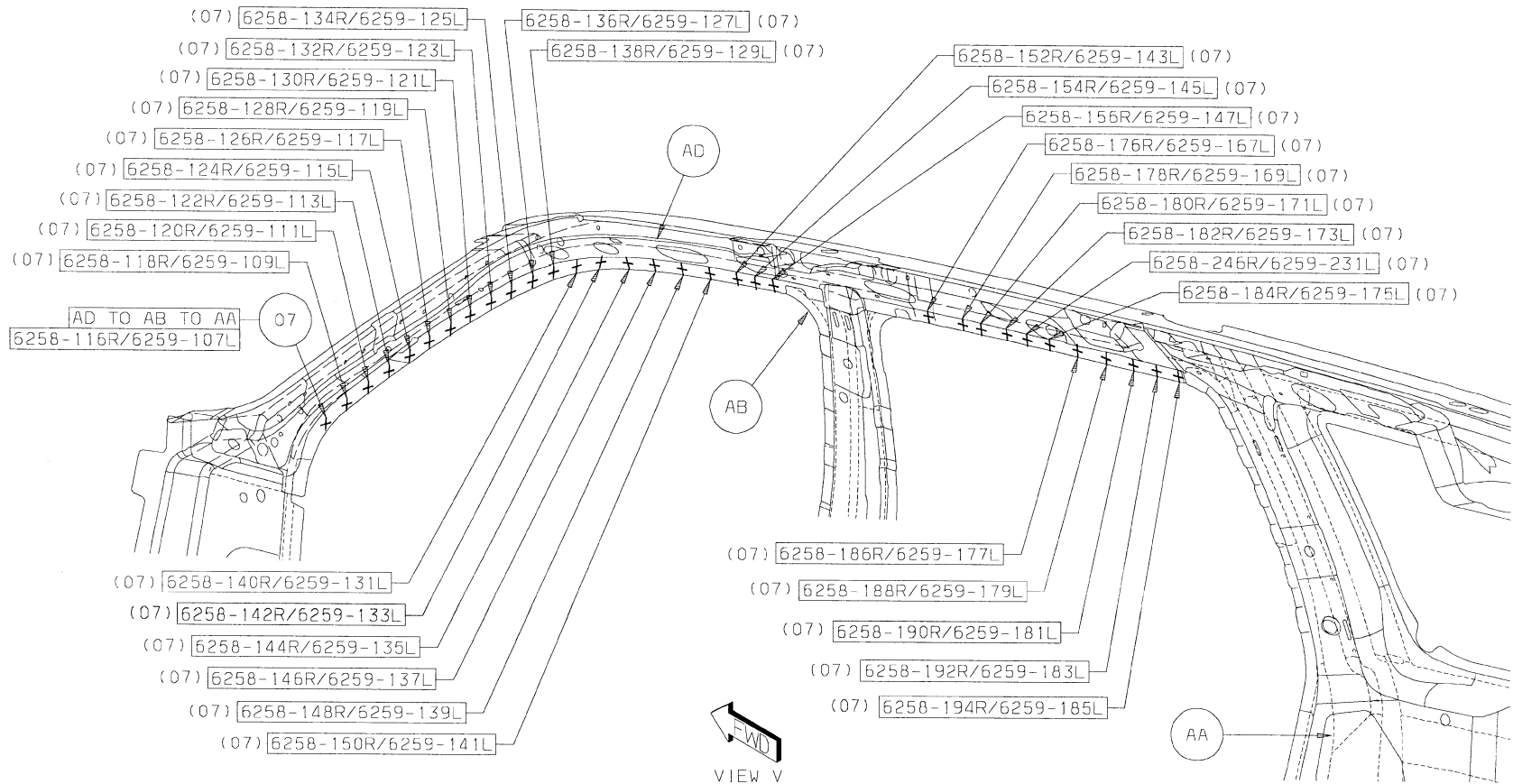
5 AD TO AB TO AA 14/SD S/WELDS

6 AE TO AB TO AF 2/SD S/WELDS



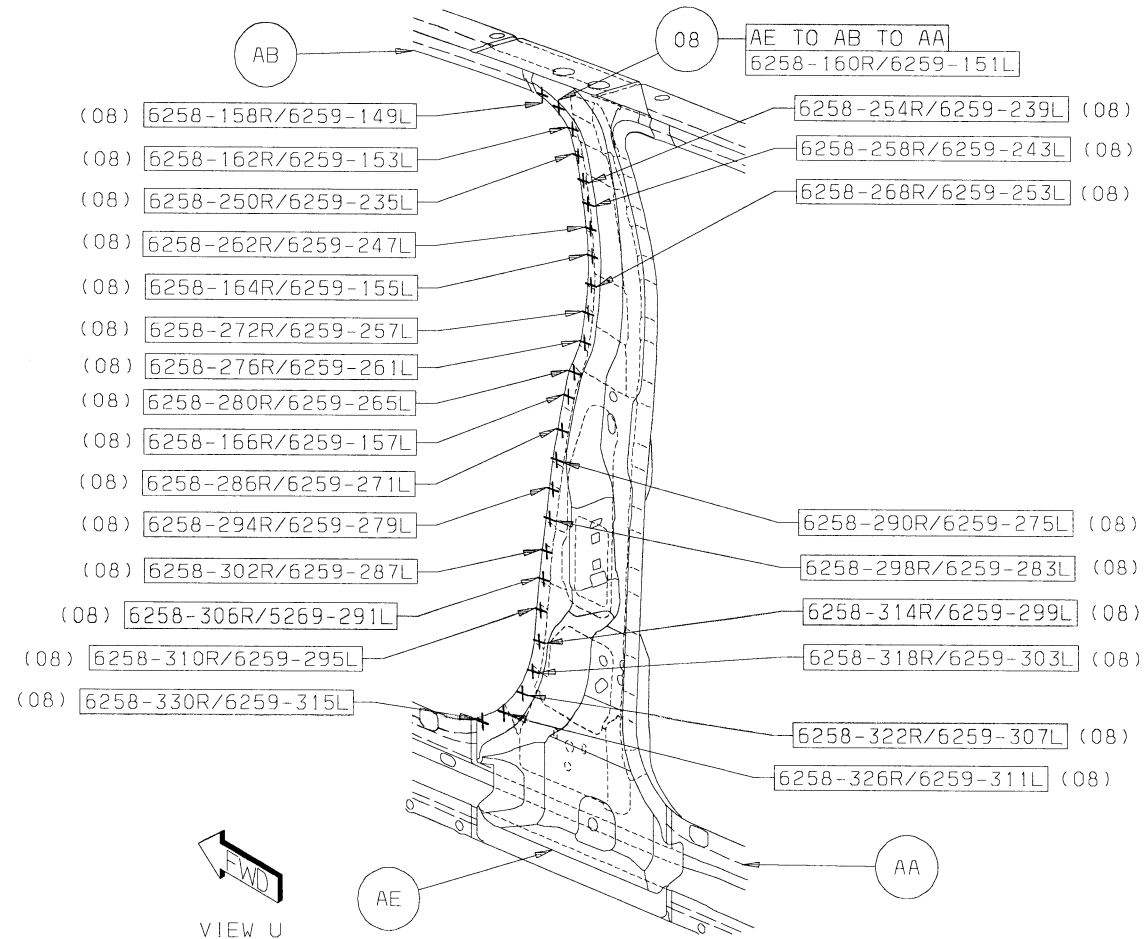
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# 7 AD TO AB TO AA 32/SD S/WELDS



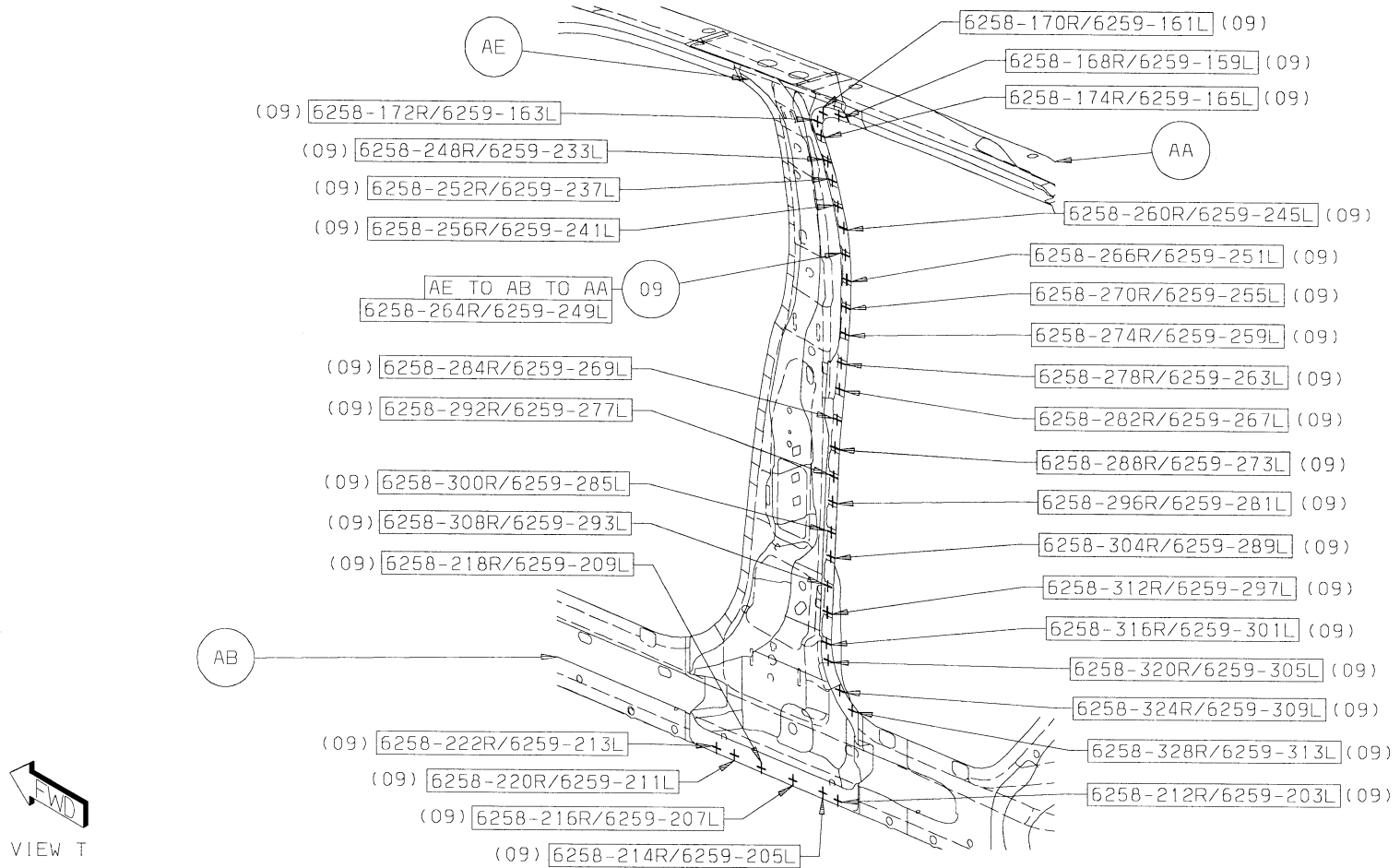
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8 AE TO AB TO AA 25/SD S/WELDS



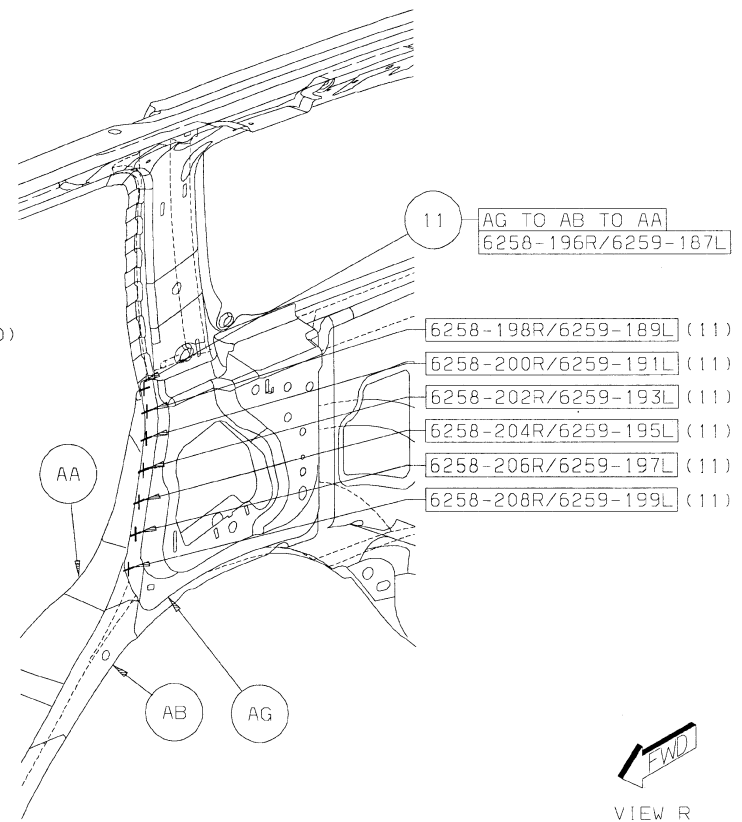
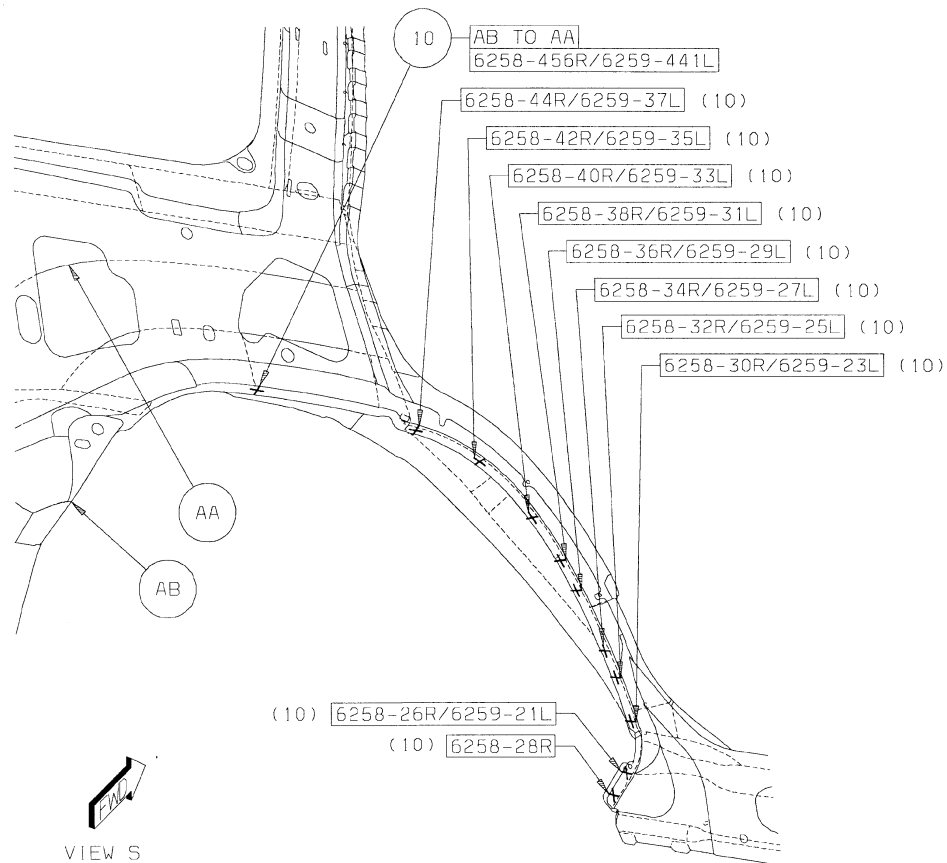
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9 AE TO AB TO AA 32/SD S/WELDS



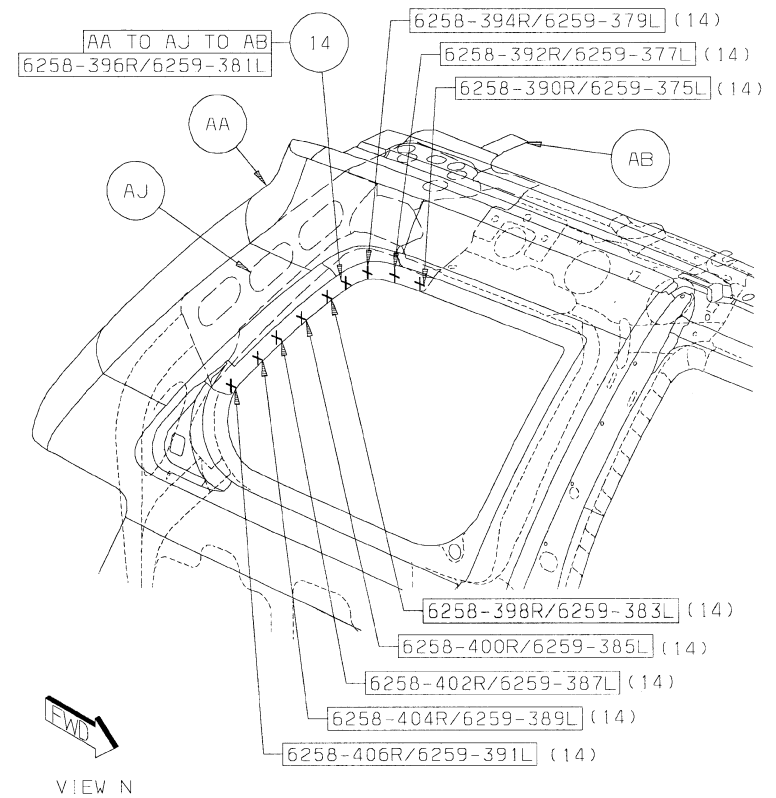
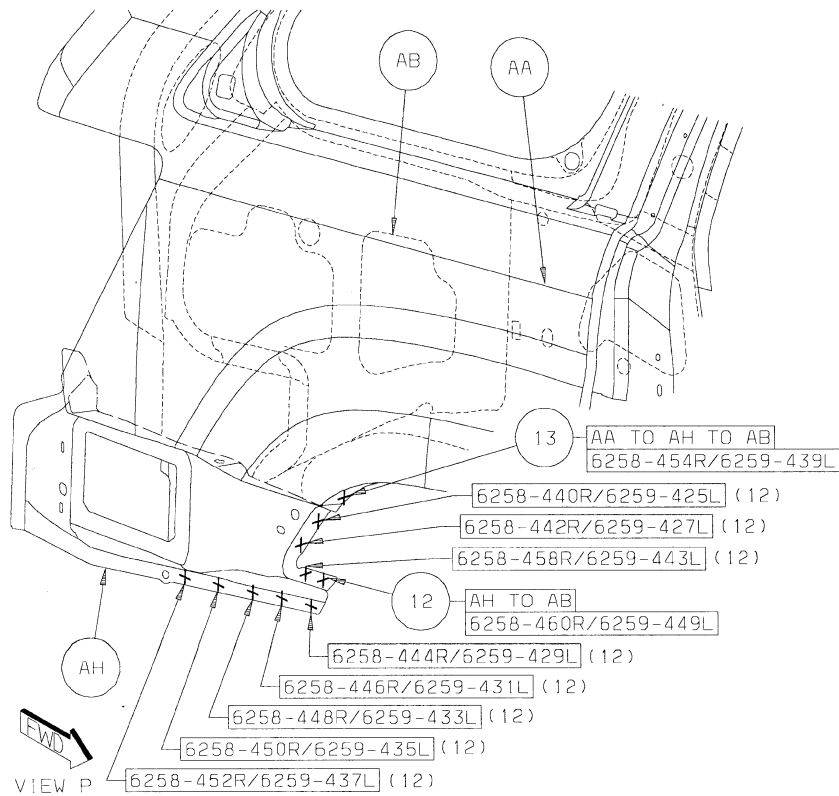
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- 10 AB TO AA 11R/10L S/WELDS  
11 AG TO AB TO AA 7/SD S/WELDS



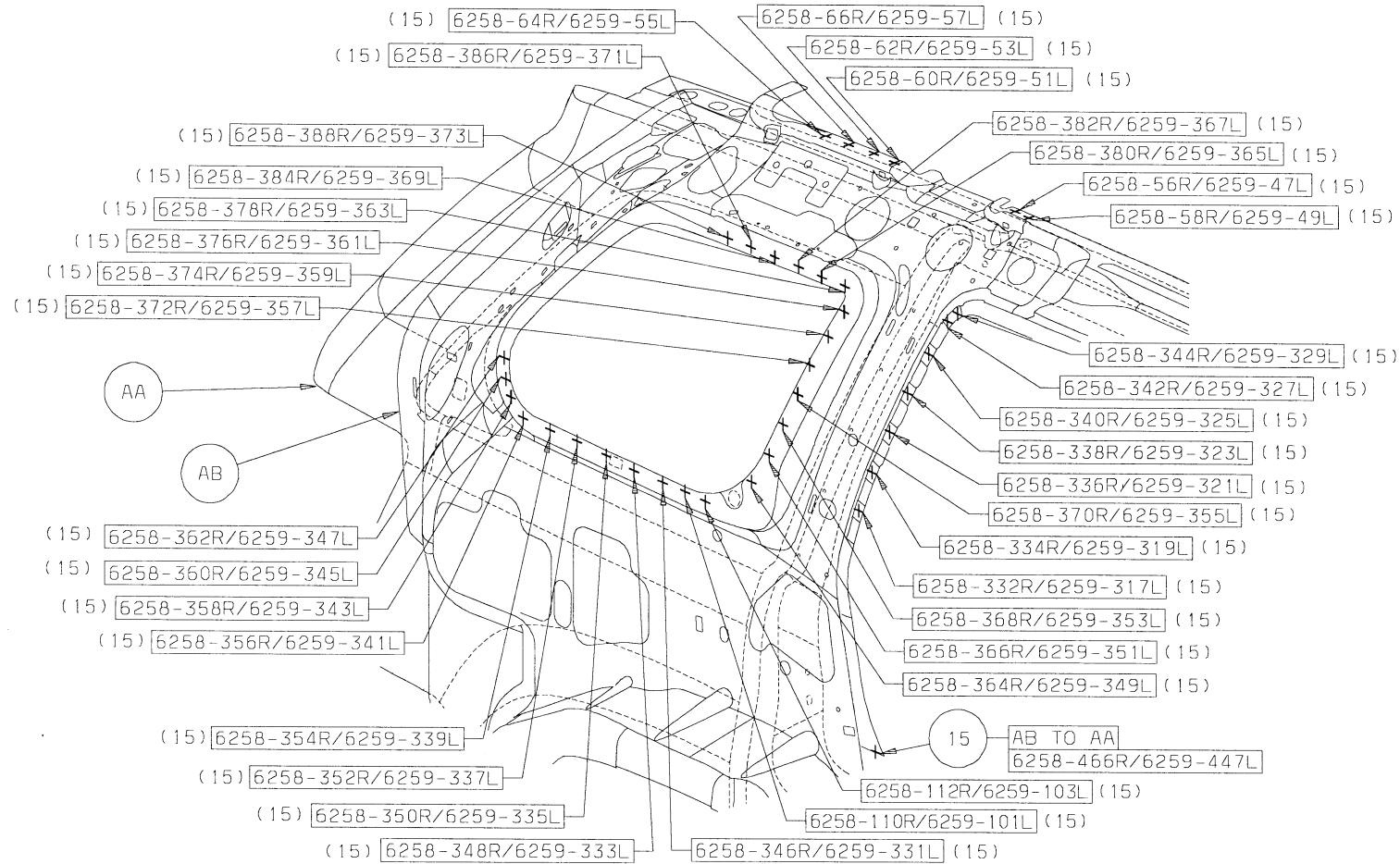
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- 12 AH TO AB 9/SD S/WELDS
- 13 AA TO AH TO AB 1/SD S/WELDS
- 14 AA TO AJ TO AB 9/SD S/WELDS



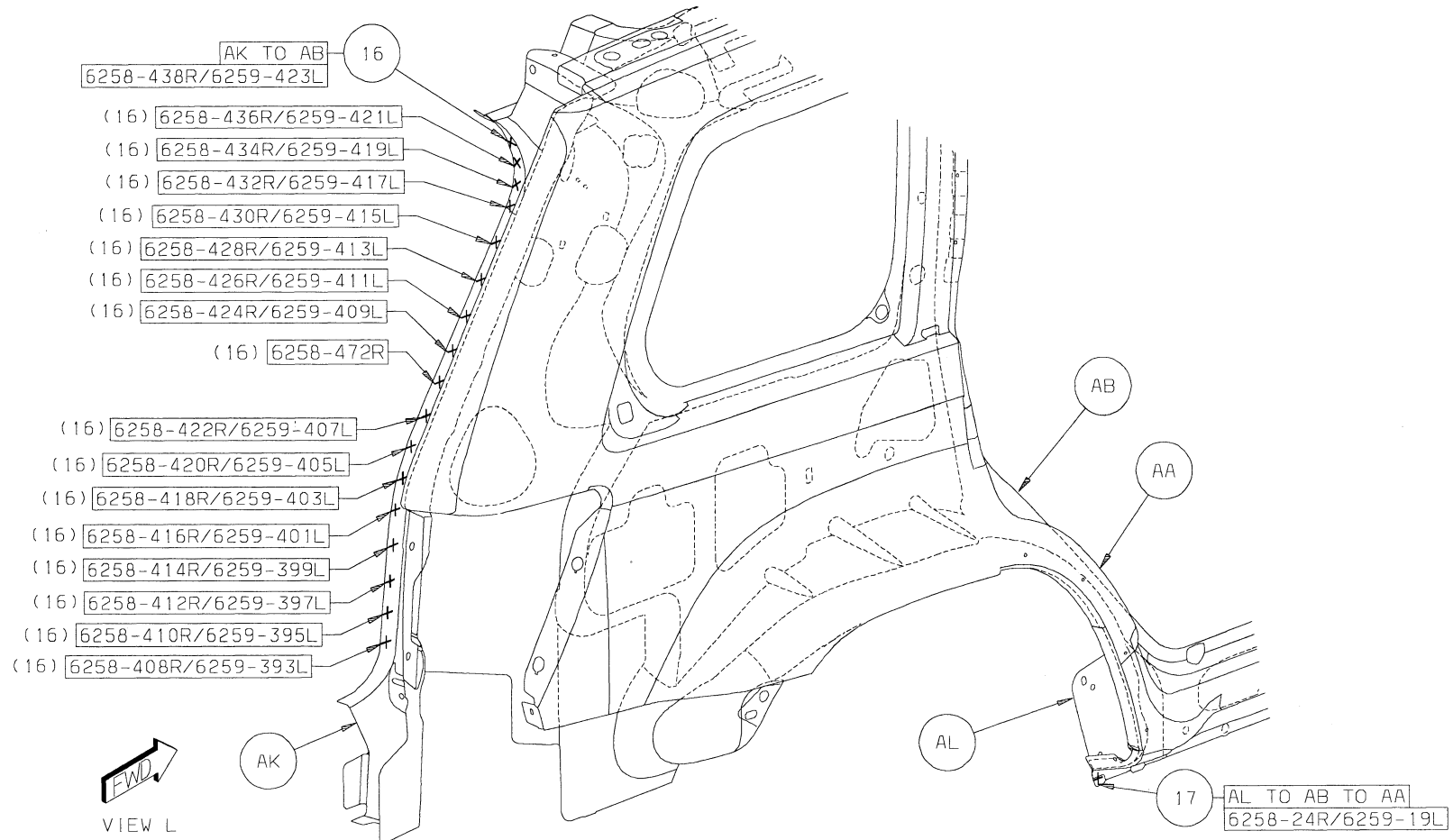
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15 AB TO AA 38/SD S/WELDS



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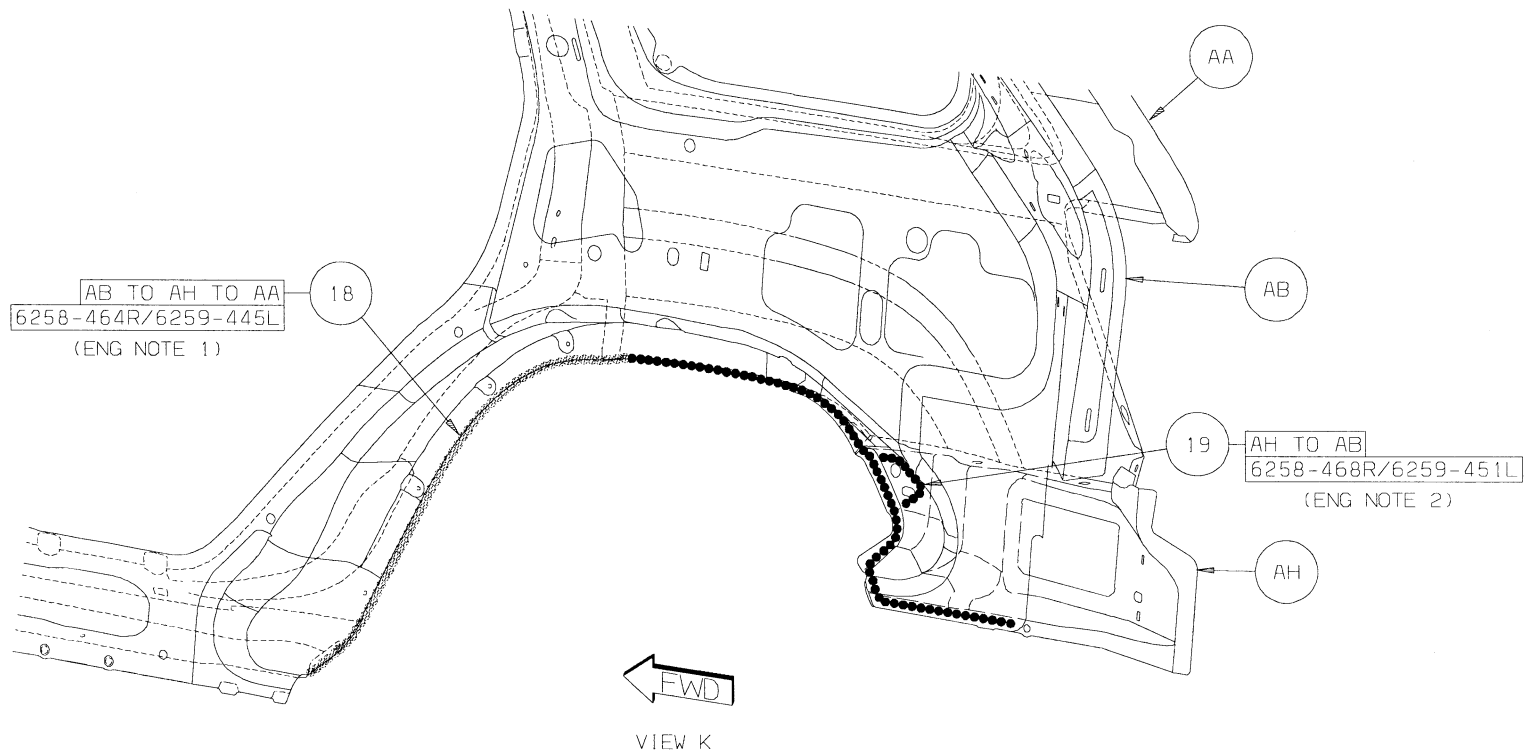
- 16 AK TO AB 17R/16/L S/WELDS  
 17 AL TO AB TO AA 1R/1L S/WELDS



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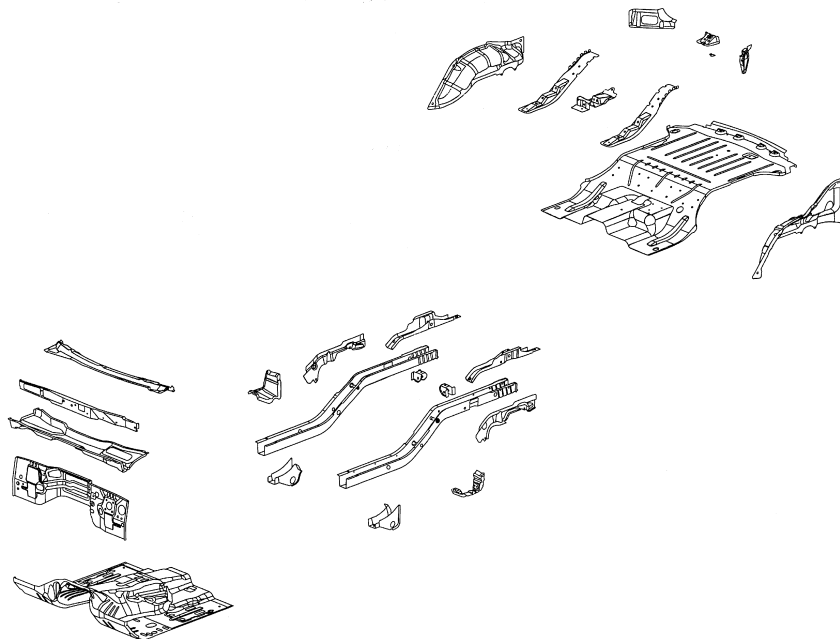


- 18 AB TO AH TO AA 1/SD STRUC ADH
- 19 AH TO AB 1/SD STRUC ADH



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## GRAND CHEROKEE BODY IN WHITE WITHOUT ROOF SECTION (1 OF 3)



AA PANEL ASSY – BODY SIDE INR RT –  
 AA PANEL ASSY – BODY SIDE INR LT –  
 AB GUSSET – D-PILLAR LWR TO FLOOR RT –  
 AB GUSSET – D-PILLAR LWR TO FLOOR LT –  
 AC TROUGH – LIFTGATE OPENING RT –  
 AC TROUGH – LIFTGATE OPENING LT –  
 AD CROSSMEMBER – RR INR –  
 AE BULKHEAD – RT –  
 AE BULKHEAD – LT –  
 AF EXTENSION – BODY SIDE OTR RR RT –  
 AF EXTENSION – BODY SIDE OTR RR LT –  
 AG PANEL – RR WHEELHOUSE INR RT –  
 AG PANEL – RR WHEELHOUSE INR LT –  
 AH REINF – SEAT BACK MTG RT –  
 AH REINF – SEAT BACK MTG LT –  
 AJ PANEL – BODY SIDE RT –

AJ PANEL – BODY SIDE LT –  
 AK PAN ASSY – FLOOR RR & LADDER –  
 AL HEADER – RR LWR –  
 AM HEADER – RR UPR –  
 AN REINF – D-PILLAR RT –  
 AP BOW – ROOF RR –  
 AR REINF ASSY – SEAT BACK MTG RT –  
 AS REINF ASSY – A-PILLAR UPR RT –  
 AT HEADER – LWR FRT –  
 AU EXTENSION – BODY SIDE INR –  
 AV SILL – BODY SIDE RT –  
 AW REINF – B-PILLAR RT –  
 AW REINF – B-PILLAR LT –  
 AX PANEL – COWL SIDE RT –  
 AX PANEL – COWL SIDE LT –  
 AY PANEL – COWL TOP –

AZ REINF – COWL SIDE UPR RT –  
 AZ REINF – COWL SIDE UPR LT –  
 BA PANEL – PLENUM BAFFLE –  
 BB GUSSET – FRT SUSPENSION SUPPORT RT –  
 BB GUSSET – FRT SUSPENSION SUPPORT LT –  
 BC PANEL – PLENUM LWR –  
 BD BRACKET – RADIATOR SUPPORT TO COWL  
 BD BRACKET – RADIATOR SUPPORT TO COWL  
 BE PANEL – DASH –  
 BF TORQUE BOX – FRT RT –  
 BF TORQUE BOX – FRT LT –  
 BG 55493954AB  
 BJ EXTENSION – COWL SIDE UPR RT –  
 BJ EXTENSION – COWL SIDE UPR LT –

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## GRAND CHEROKEE BODY IN WHITE WITHOUT ROOF SECTION (2 OF 3)



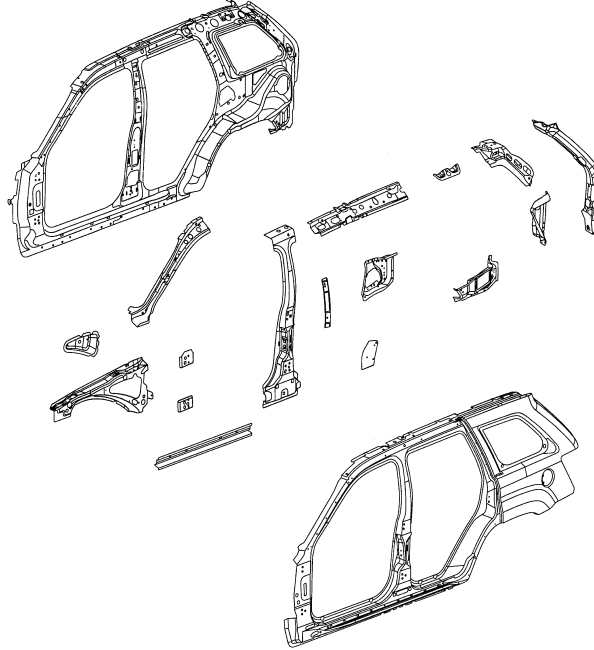
AA PANEL ASSY - BODY SIDE INR RT -  
 AA PANEL ASSY - BODY SIDE INR LT -  
 AB GUSSET - D-PILLAR LWR TO FLOOR RT -  
 AB GUSSET - D-PILLAR LWR TO FLOOR LT -  
 AC TROUGH - LIFTGATE OPENING RT -  
 AC TROUGH - LIFTGATE OPENING LT -  
 AD CROSSMEMBER - RR INR -  
 AE BULKHEAD - RT -  
 AE BULKHEAD - LT -  
 AF EXTENSION - BODY SIDE OTR RR RT -  
 AF EXTENSION - BODY SIDE OTR RR LT -  
 AG PANEL - RR WHEELHOUSE INR RT -  
 AG PANEL - RR WHEELHOUSE INR LT -  
 AH REINF - SEAT BACK MTG RT -  
 AH REINF - SEAT BACK MTG LT -  
 AJ PANEL - BODY SIDE RT -

AJ PANEL - BODY SIDE LT -  
 AK PAN ASSY - FLOOR RR & LADDER -  
 AL HEADER - RR LWR -  
 AM HEADER - RR UPR -  
 AN REINF - D-PILLAR RT -  
 AP BOW - ROOF RR -  
 AR REINF ASSY - SEAT BACK MTG RT -  
 AS REINF ASSY - A-PILLAR UPR RT -  
 AT HEADER - LWR FRT -  
 AU EXTENSION - BODY SIDE INR -  
 AV SILL - BODY SIDE RT -  
 AW REINF - B-PILLAR RT -  
 AW REINF - B-PILLAR LT -  
 AX PANEL - COWL SIDE RT -  
 AX PANEL - COWL SIDE LT -  
 AY PANEL - COWL TOP -

AZ REINF - COWL SIDE UPR RT -  
 AZ REINF - COWL SIDE UPR LT -  
 BA PANEL - PLENUM BAFFLE -  
 BB GUSSET - FRT SUSPENSION SUPPORT RT -  
 BB GUSSET - FRT SUSPENSION SUPPORT LT -  
 BC PANEL - PLENUM LWR -  
 BD BRACKET - RADIATOR SUPPORT TO COWL  
 BD BRACKET - RADIATOR SUPPORT TO COWL  
 BE PANEL - DASH -  
 BF TORQUE BOX - FRT RT -  
 BF TORQUE BOX - FRT LT -  
 BG 55493954AB  
 BJ EXTENSION - COWL SIDE UPR RT -  
 BJ EXTENSION - COWL SIDE UPR LT -

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## GRAND CHEROKEE BODY IN WHITE WITHOUT ROOF SECTION (3 OF 3)



AA PANEL ASSY - BODY SIDE INR RT -  
 AA PANEL ASSY - BODY SIDE INR LT -  
 AB GUSSET - D-PILLAR LWR TO FLOOR RT -  
 AB GUSSET - D-PILLAR LWR TO FLOOR LT -  
 AC TROUGH - LIFTGATE OPENING RT -  
 AC TROUGH - LIFTGATE OPENING LT -  
 AD CROSSMEMBER - RR INR -  
 AE BULKHEAD - RT -  
 AE BULKHEAD - LT -  
 AF EXTENSION - BODY SIDE OTR RR RT -  
 AF EXTENSION - BODY SIDE OTR RR LT -  
 AG PANEL - RR WHEELHOUSE INR RT -  
 AG PANEL - RR WHEELHOUSE INR LT -  
 AH REINF - SEAT BACK MTG RT -  
 AH REINF - SEAT BACK MTG LT -  
 AJ PANEL - BODY SIDE RT -

AJ PANEL - BODY SIDE LT -  
 AK PAN ASSY - FLOOR RR & LADDER -  
 AL HEADER - RR LWR -  
 AM HEADER - RR UPR -  
 AN REINF - D-PILLAR RT -  
 AP BOW - ROOF RR -  
 AR REINF ASSY - SEAT BACK MTG RT -  
 AS REINF ASSY - A-PILLAR UPR RT -  
 AT HEADER - LWR FRT -  
 AU EXTENSION - BODY SIDE INR -  
 AV SILL - BODY SIDE RT -  
 AW REINF - B-PILLAR RT -  
 AW REINF - B-PILLAR LT -  
 AX PANEL - COWL SIDE RT -  
 AX PANEL - COWL SIDE LT -  
 AY PANEL - COWL TOP -

AZ REINF - COWL SIDE UPR RT -  
 AZ REINF - COWL SIDE UPR LT -  
 BA PANEL - PLENUM BAFFLE -  
 BB GUSSET - FRT SUSPENSION SUPPORT RT -  
 BB GUSSET - FRT SUSPENSION SUPPORT LT -  
 BC PANEL - PLENUM LWR -  
 BD BRACKET - RADIATOR SUPPORT TO COWL  
 BD BRACKET - RADIATOR SUPPORT TO COWL  
 BE PANEL - DASH -  
 BF TORQUE BOX - FRT RT -  
 BF TORQUE BOX - FRT LT -  
 BG 55493954AB  
 BJ EXTENSION - COWL SIDE UPR RT -  
 BJ EXTENSION - COWL SIDE UPR LT -

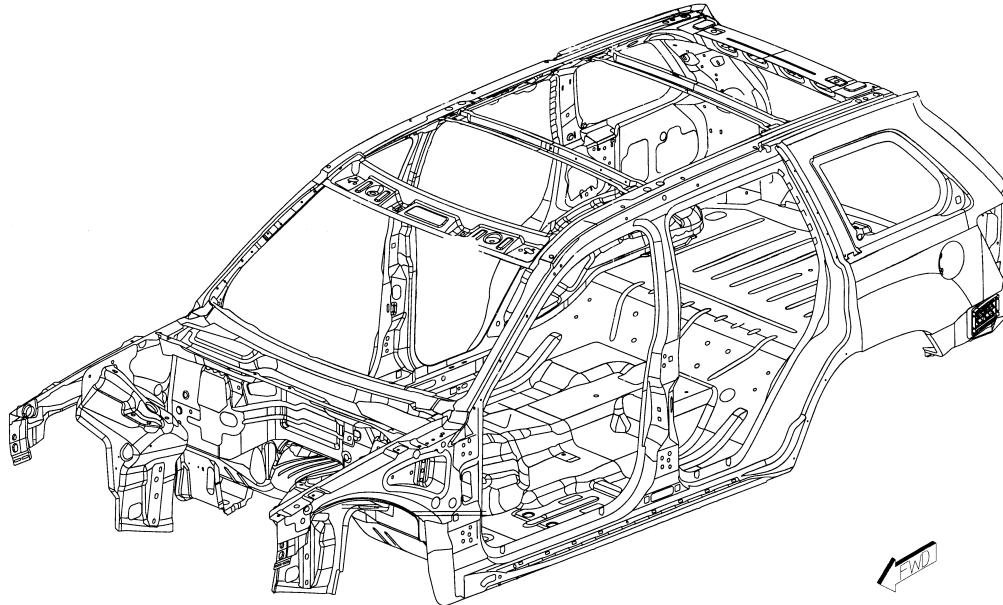
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## PARTS IDENTIFICATION LEGEND, OVERVIEW 24

AA PANEL ASSY – BODY SIDE INR RT –  
 AA PANEL ASSY – BODY SIDE INR LT –  
 AB GUSSET – D-PILLAR LWR TO FLOOR RT –  
 AB GUSSET – D-PILLAR LWR TO FLOOR LT –  
 AC TROUGH – LIFTGATE OPENING RT –  
 AC TROUGH – LIFTGATE OPENING LT –  
 AD CROSSMEMBER – RR INR –  
 AE BULKHEAD – RT –  
 AE BULKHEAD – LT –  
 AF EXTENSION – BODY SIDE OTR RR RT –  
 AF EXTENSION – BODY SIDE OTR RR LT –  
 AG PANEL – RR WHEELHOUSE INR RT –  
 AG PANEL – RR WHEELHOUSE INR LT –  
 AH REINF – SEAT BACK MTG RT –  
 AH REINF – SEAT BACK MTG LT –  
 AJ PANEL – BODY SIDE RT –

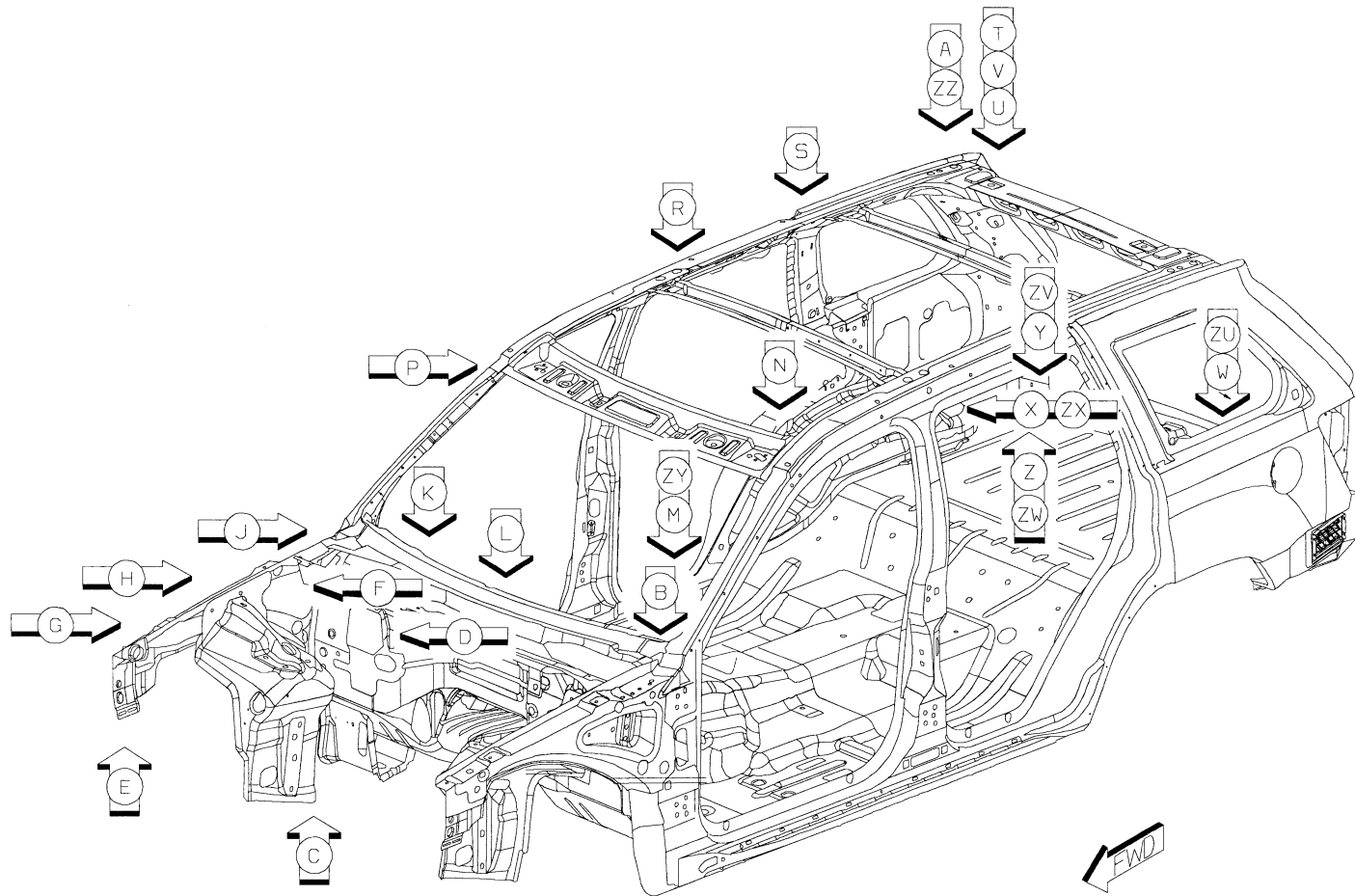
AJ PANEL – BODY SIDE LT –  
 AK PAN ASSY – FLOOR RR & LADDER –  
 AL HEADER – RR LWR –  
 AM HEADER – RR UPR –  
 AN REINF – D-PILLAR RT –  
 AP BOW – ROOF RR –  
 AR REINF ASSY – SEAT BACK MTG RT –  
 AS REINF ASSY – A-PILLAR UPR RT –  
 AT HEADER – LWR FRT –  
 AU EXTENSION – BODY SIDE INR –  
 AV SILL – BODY SIDE RT –  
 AW REINF – B-PILLAR RT –  
 AW REINF – B-PILLAR LT –  
 AX PANEL – COWL SIDE RT –  
 AX PANEL – COWL SIDE LT –  
 AY PANEL – COWL TOP –

AZ REINF – COWL SIDE UPR RT –  
 AZ REINF – COWL SIDE UPR LT –  
 BA PANEL – PLENUM BAFFLE –  
 BB GUSSET – FRT SUSPENSION SUPPORT RT –  
 BB GUSSET – FRT SUSPENSION SUPPORT LT –  
 BC PANEL – PLENUM LWR –  
 BD BRACKET – RADIATOR SUPPORT TO COWL  
 BD BRACKET – RADIATOR SUPPORT TO COWL  
 BE PANEL – DASH –  
 BF TORQUE BOX – FRT RT –  
 BF TORQUE BOX – FRT LT –  
 BG 55493954AB  
 BJ EXTENSION – COWL SIDE UPR RT –  
 BJ EXTENSION – COWL SIDE UPR LT –



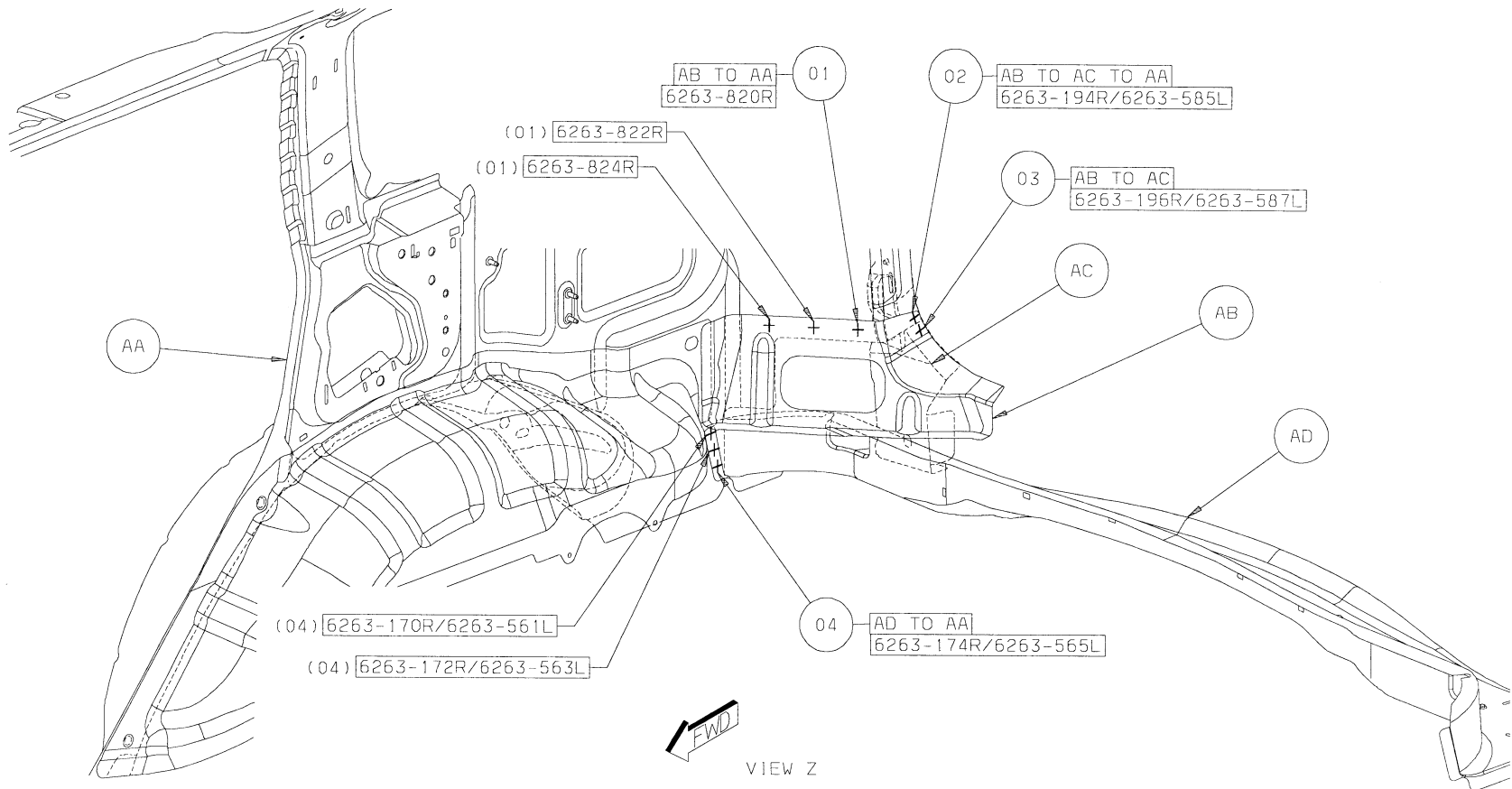
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## WELD LAYOUT LOCATION GUIDE



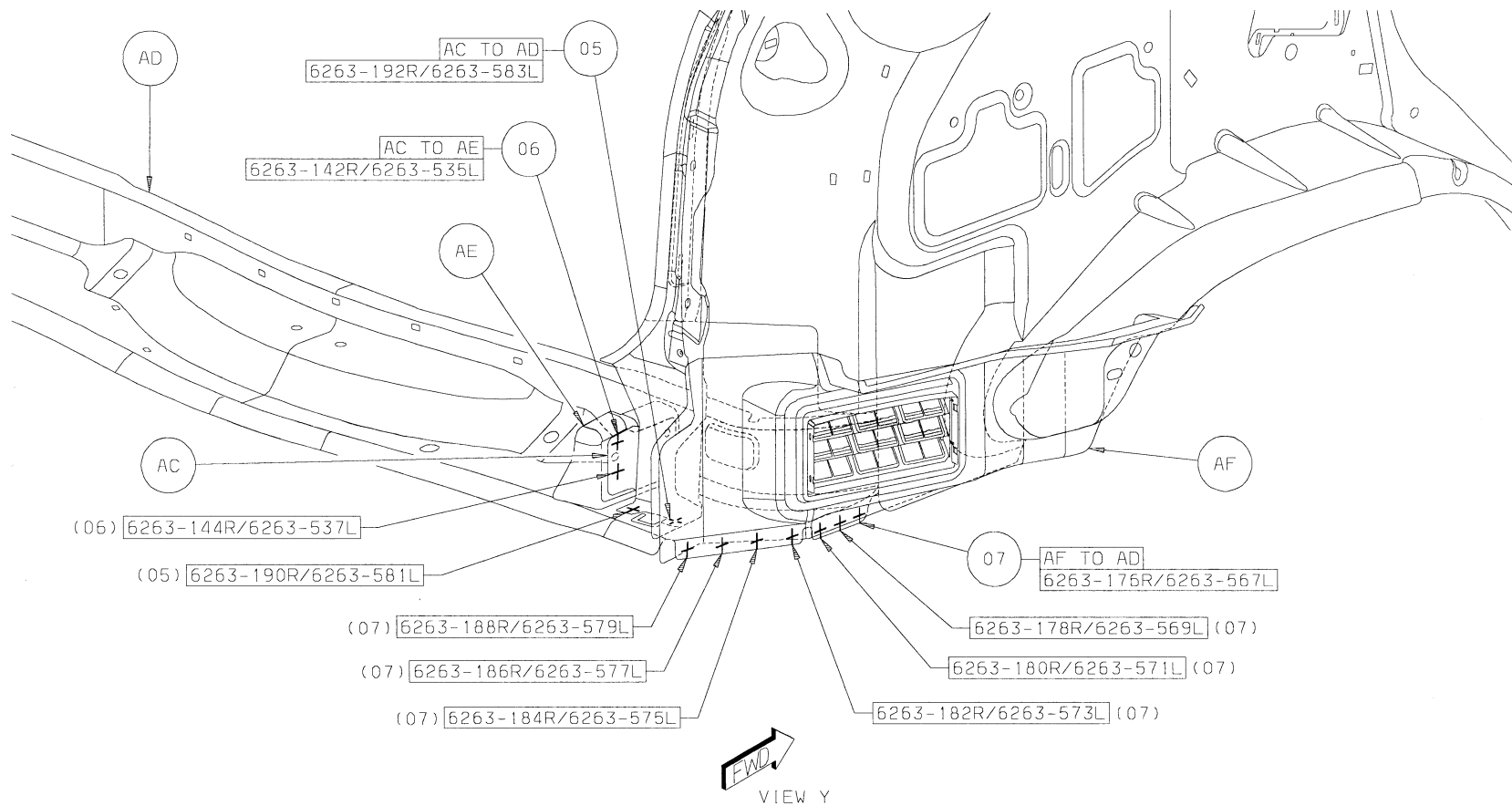
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- 1 AB TO AA 3R S/WELD
- 2 AB TO AC TO AA 1/SD S/WELD
- 3 AB TO AC 1/SD S/WELD
- 4 AD TO AA 3/SD S/WELD



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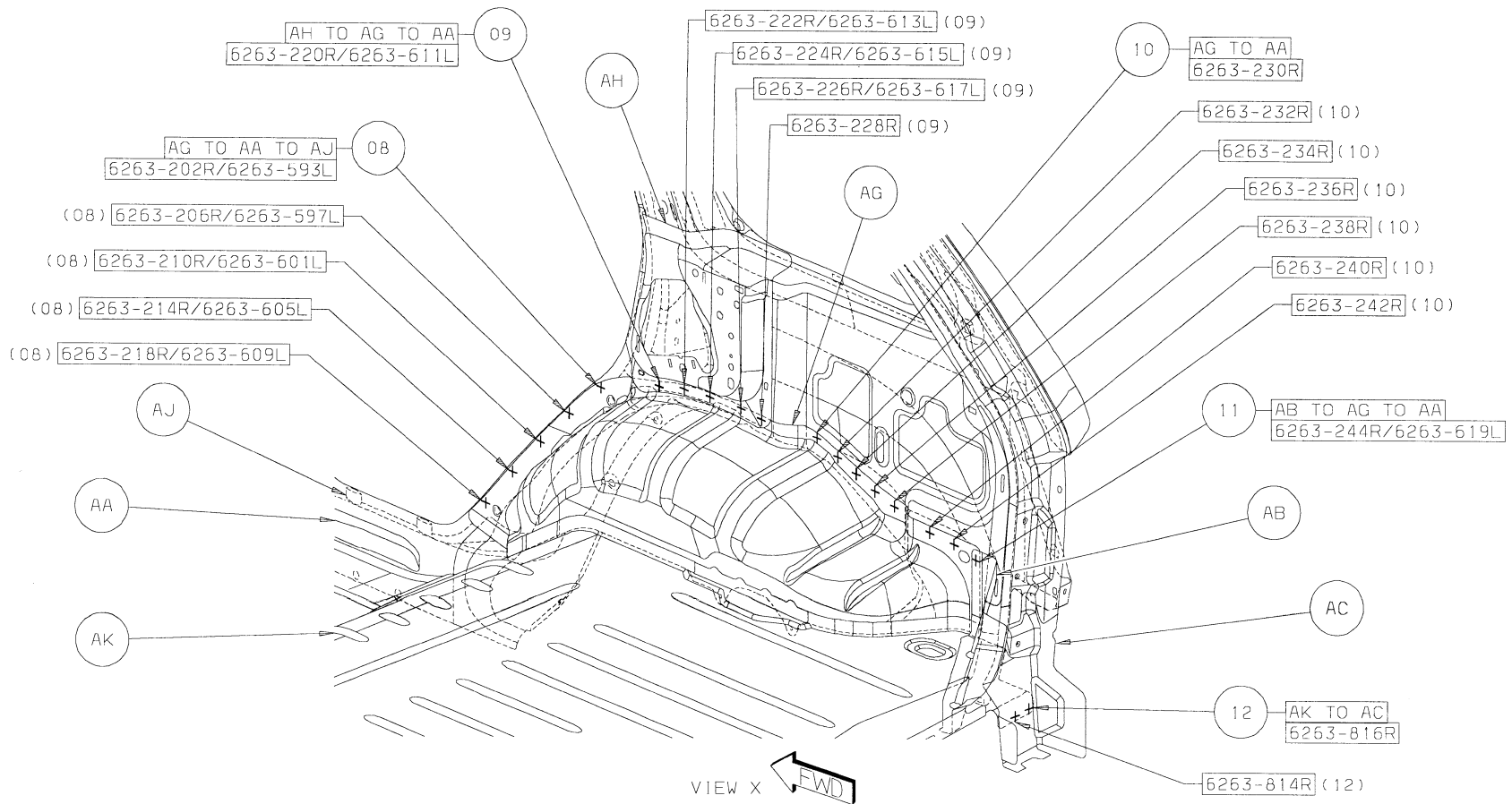
- 5 AC TO AD 2/SD S/WELD
- 6 AC TO AE 2/SD S/WELD
- 7 AF TO AD 7/SD S/WELD



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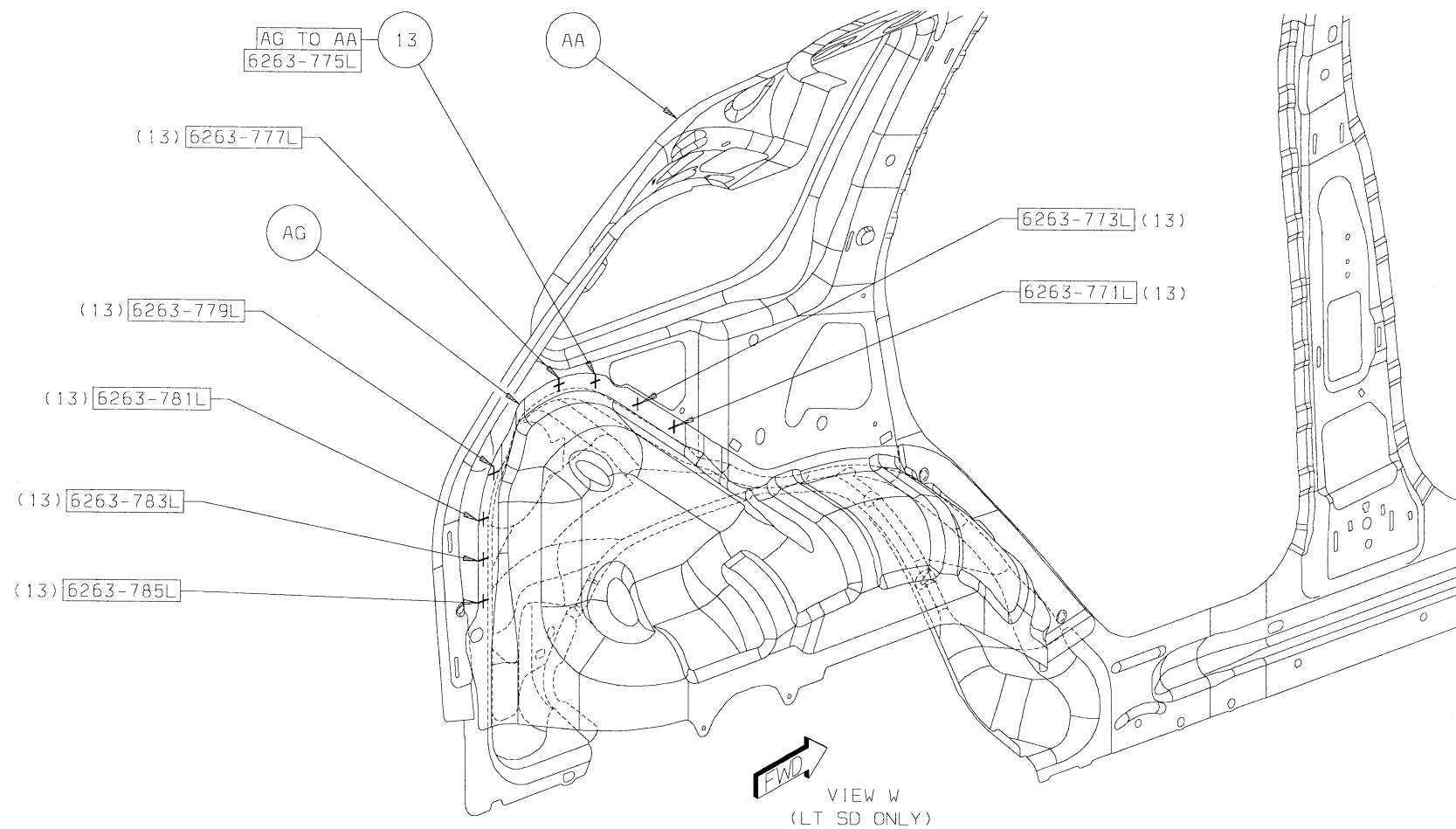


- 8 AG TO AA TO AJ 5/SD S/WELD
- 9 AH TO AG TO AA 5R/4L S/WELD
- 10 AG TO AA 7R S/WELD
- 11 AB TO AG TO AA 1/SD S/WELD
- 12 AK TO AC 2R S/WELD



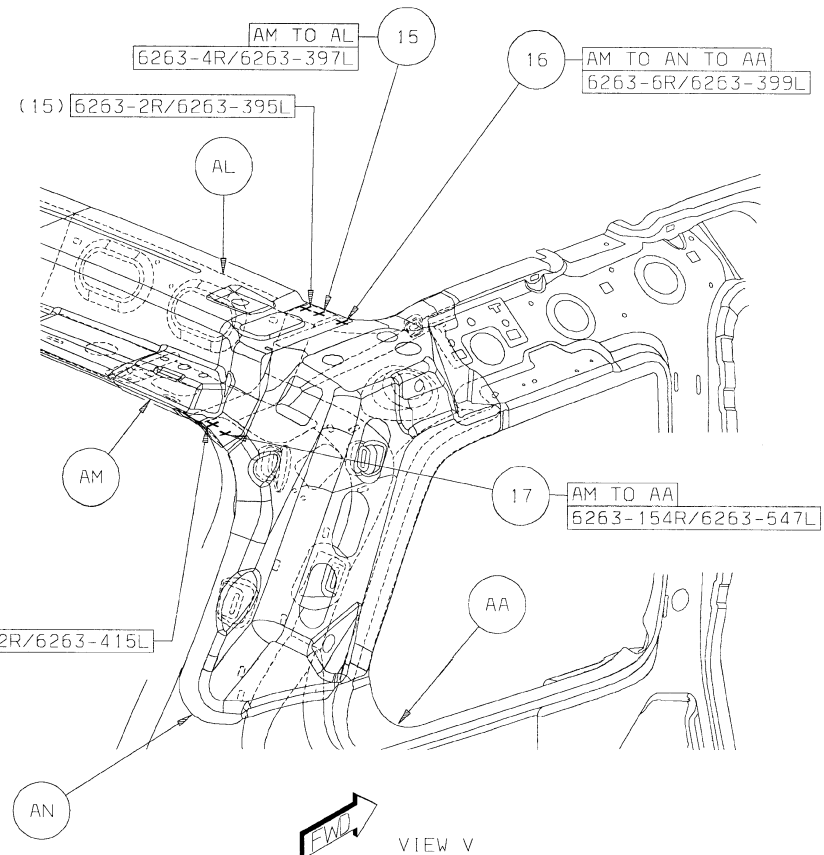
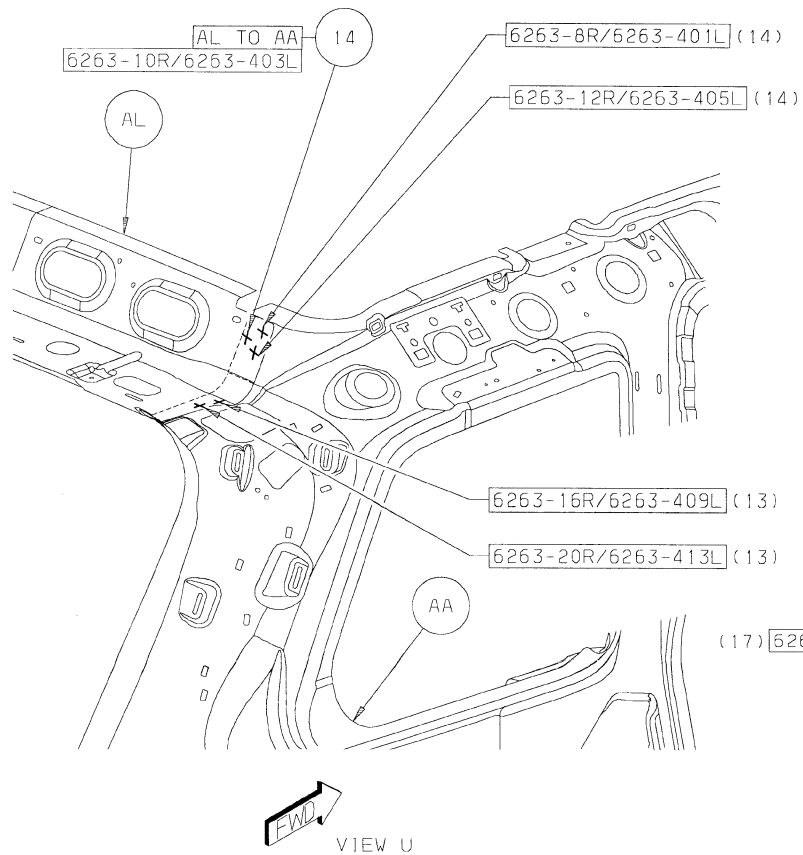
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### 13 AG TO AA 8L SWELD



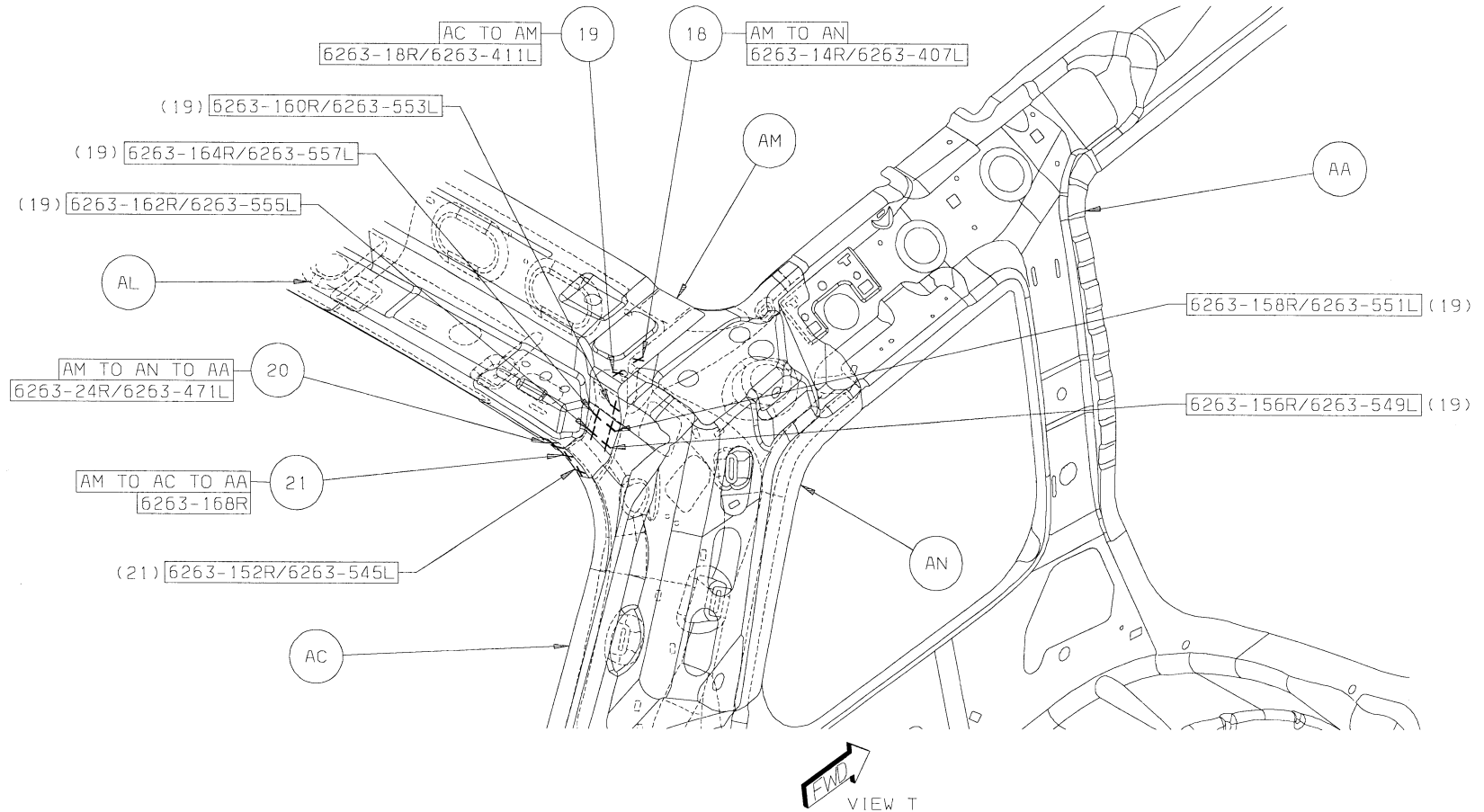
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- 14 AL TO AA 5/SD S/WELD
- 15 AM TO AL 2/SD S/WELD
- 16 AM TO AN TO AA 1/SD S/WELD
- 17 AM TO AA 2/SD S/WELD



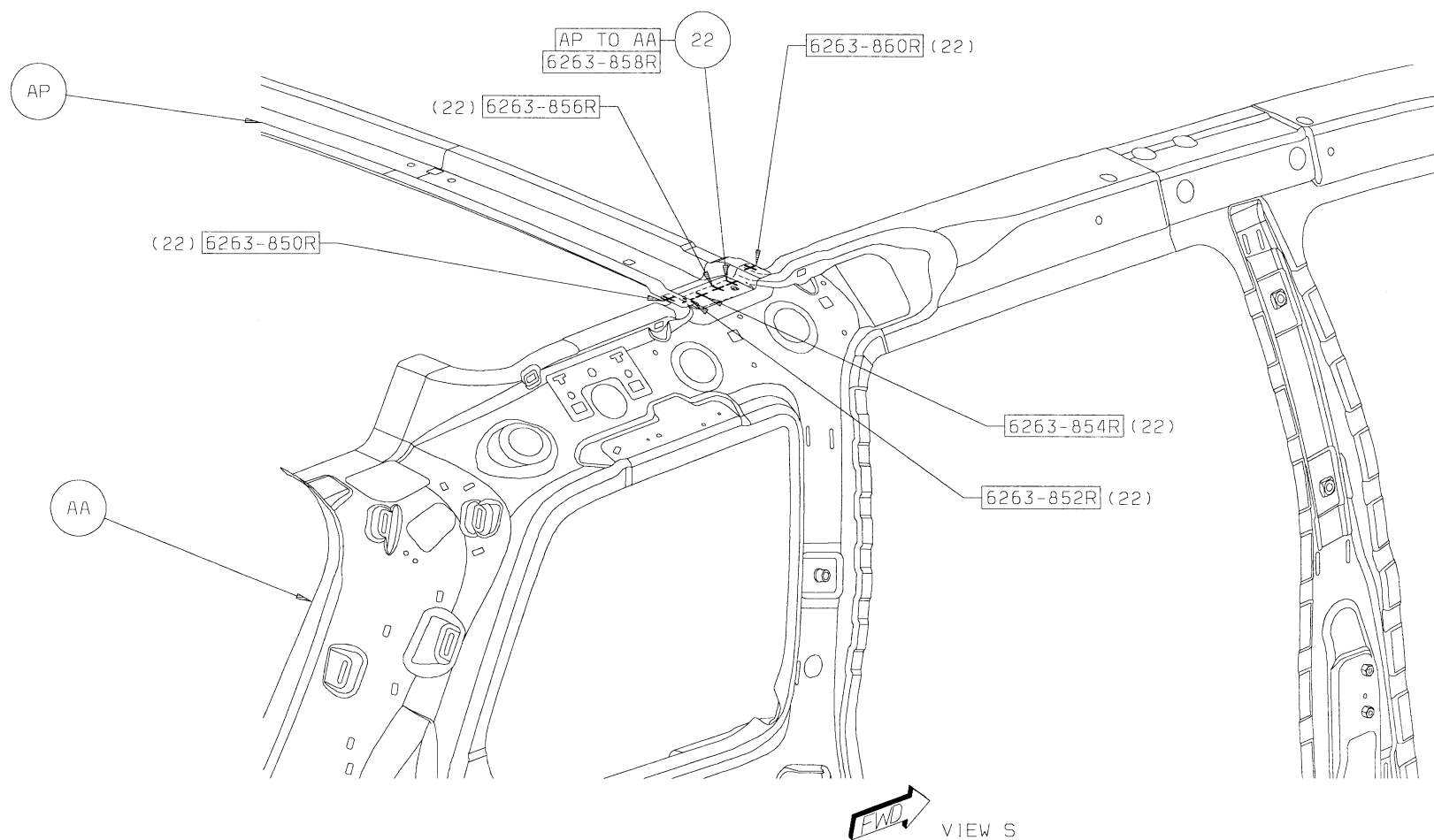
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- 18 AM TO AN 1/SD S/WELD
- 19 AC TO AM 6/SD S/WELD
- 20 AM TO AN TO AA 1/SD S/WELD
- 21 AM TO AC TO AA 2/SD S/WELD



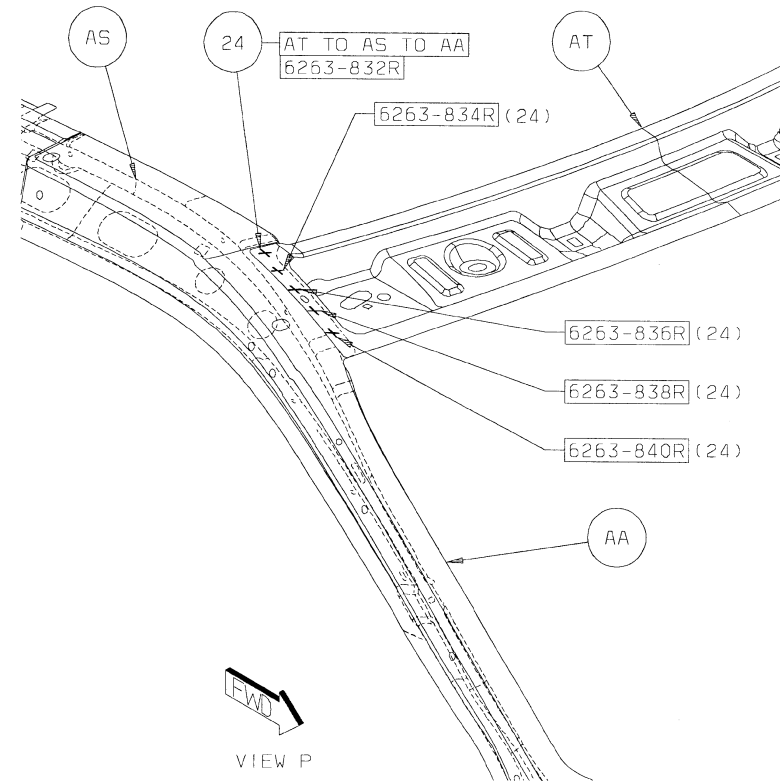
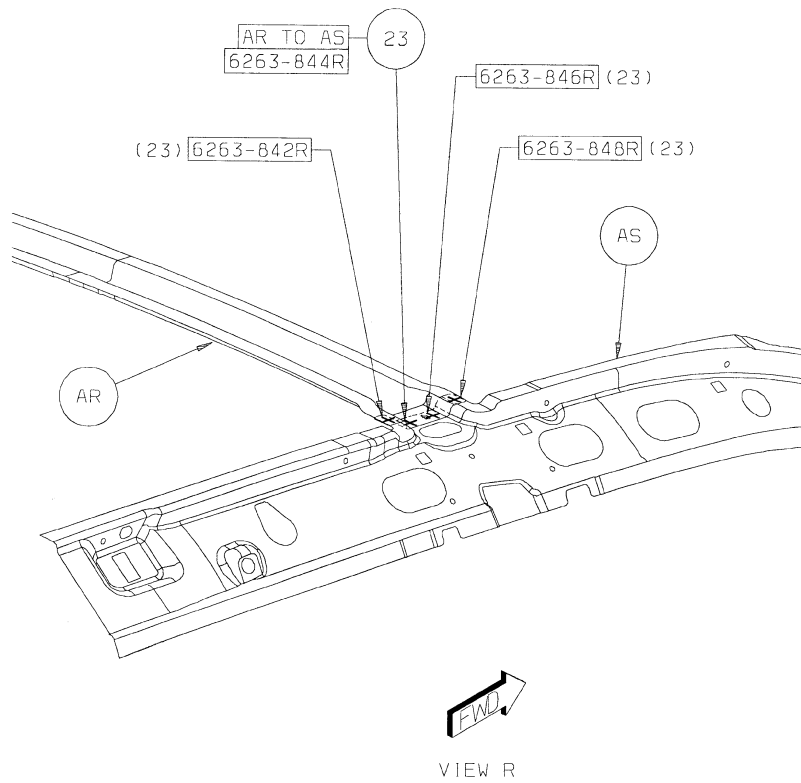
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22 AP TO AA 6/SD S/WELD



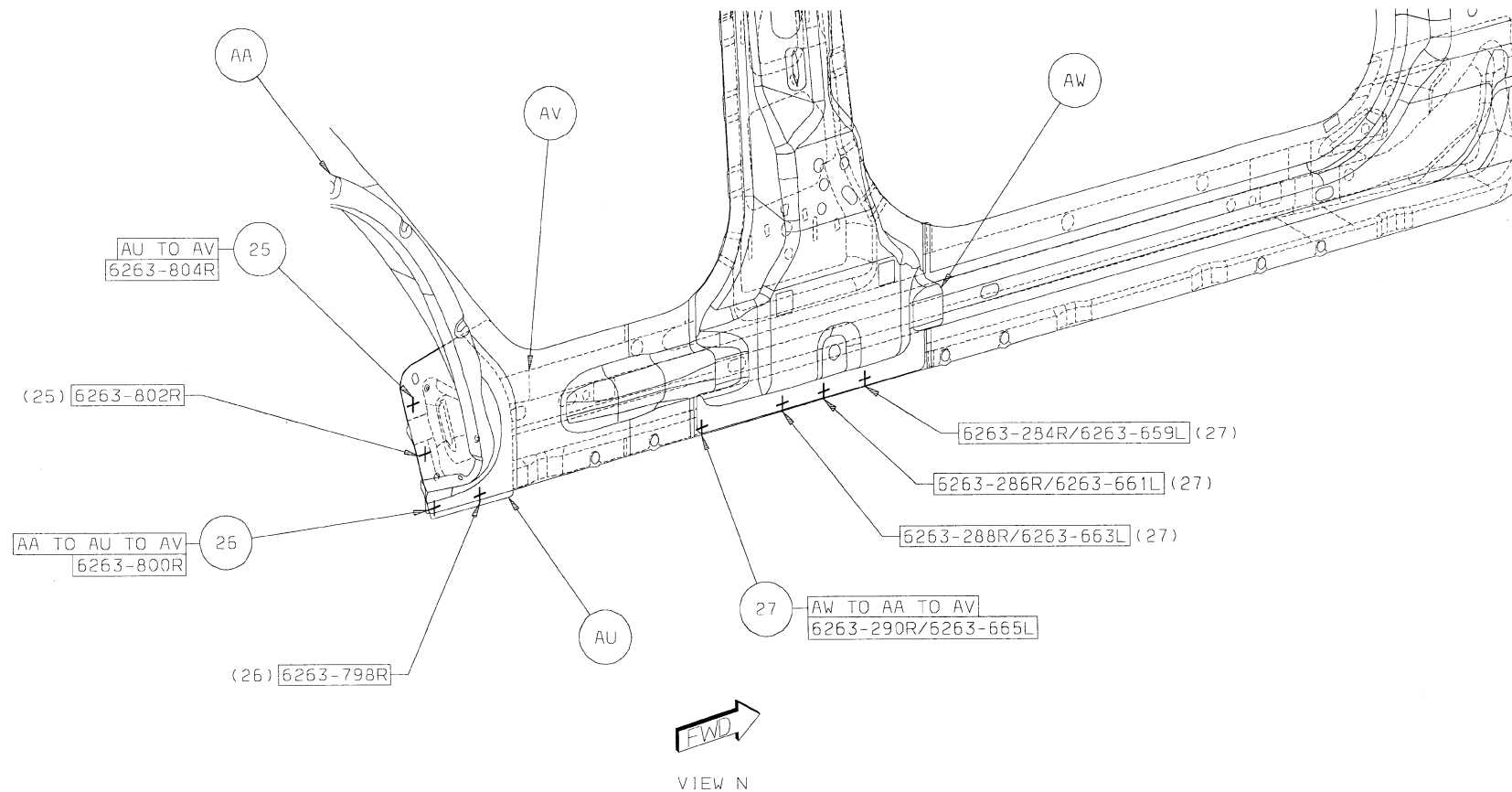
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23 AR TO AS 4/SD S/WELD  
24 AT TO AS TO AA 5/SD S/WELD



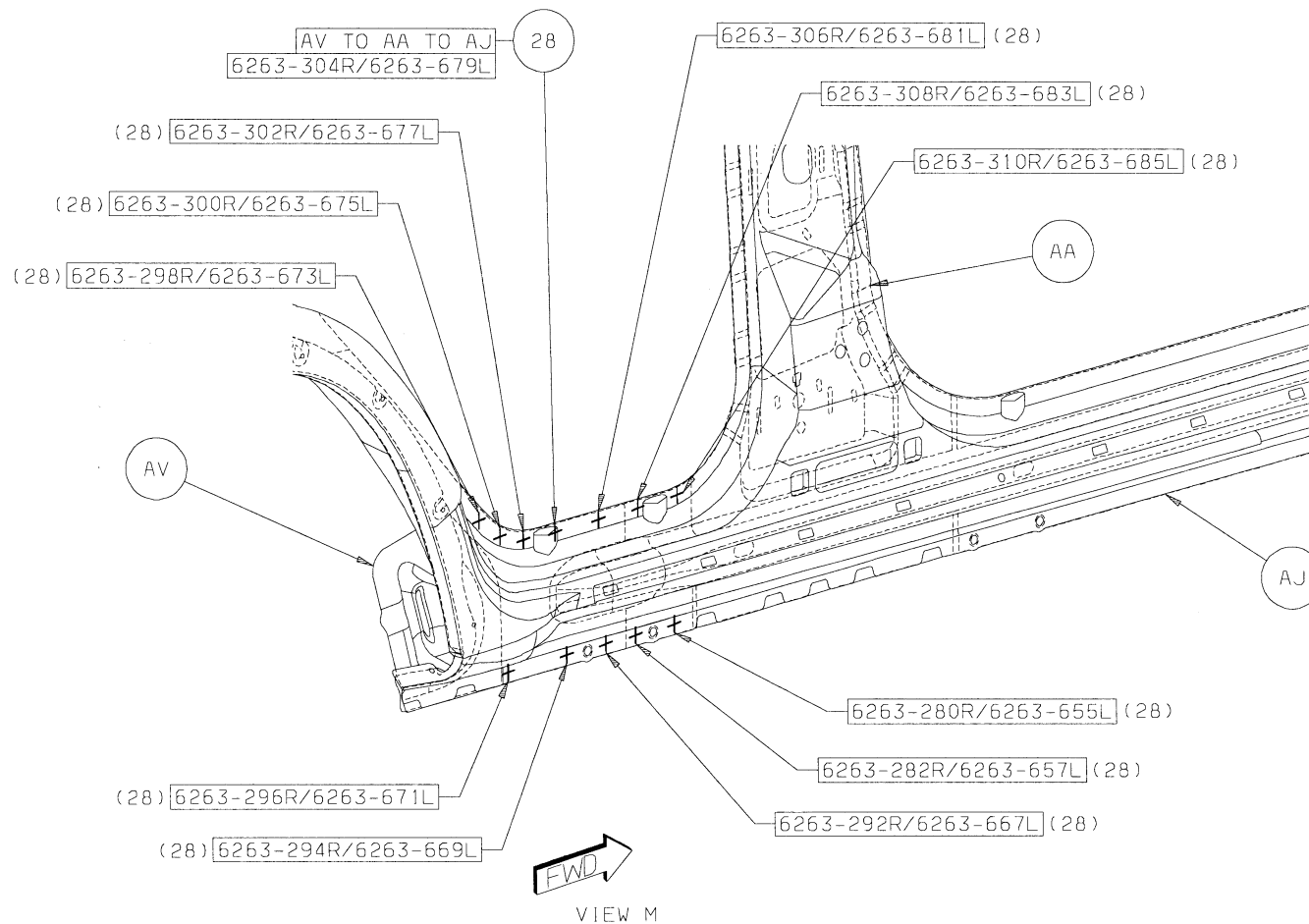
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- 25 AU TO AV 2R S/WELD
- 26 AA TO AU TO AV 2R S/WELD
- 27 AW TO AA TO AV 4/SD S/WELD



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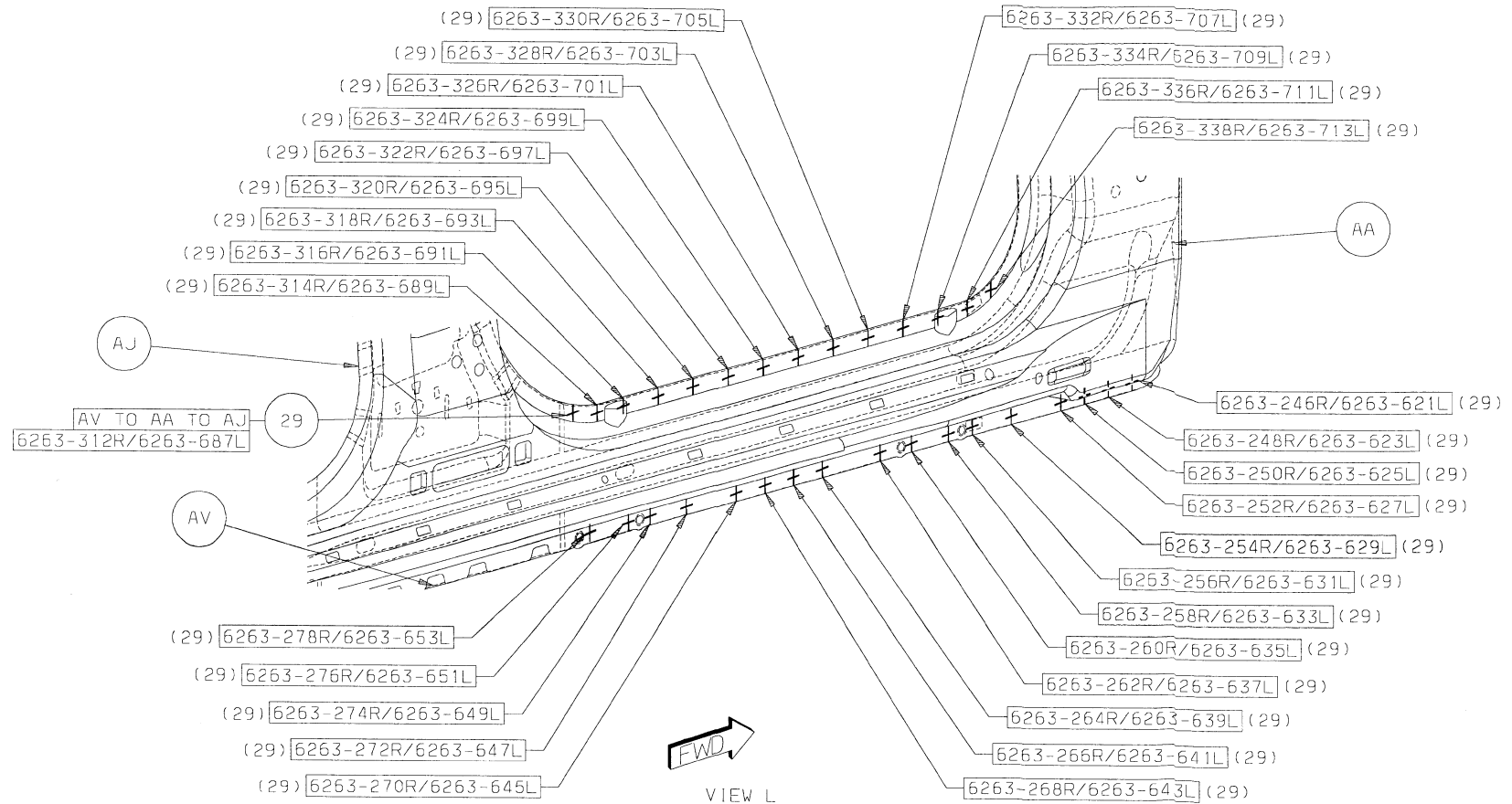
28 AV TO AA TO AJ 12/SD S/WELDS



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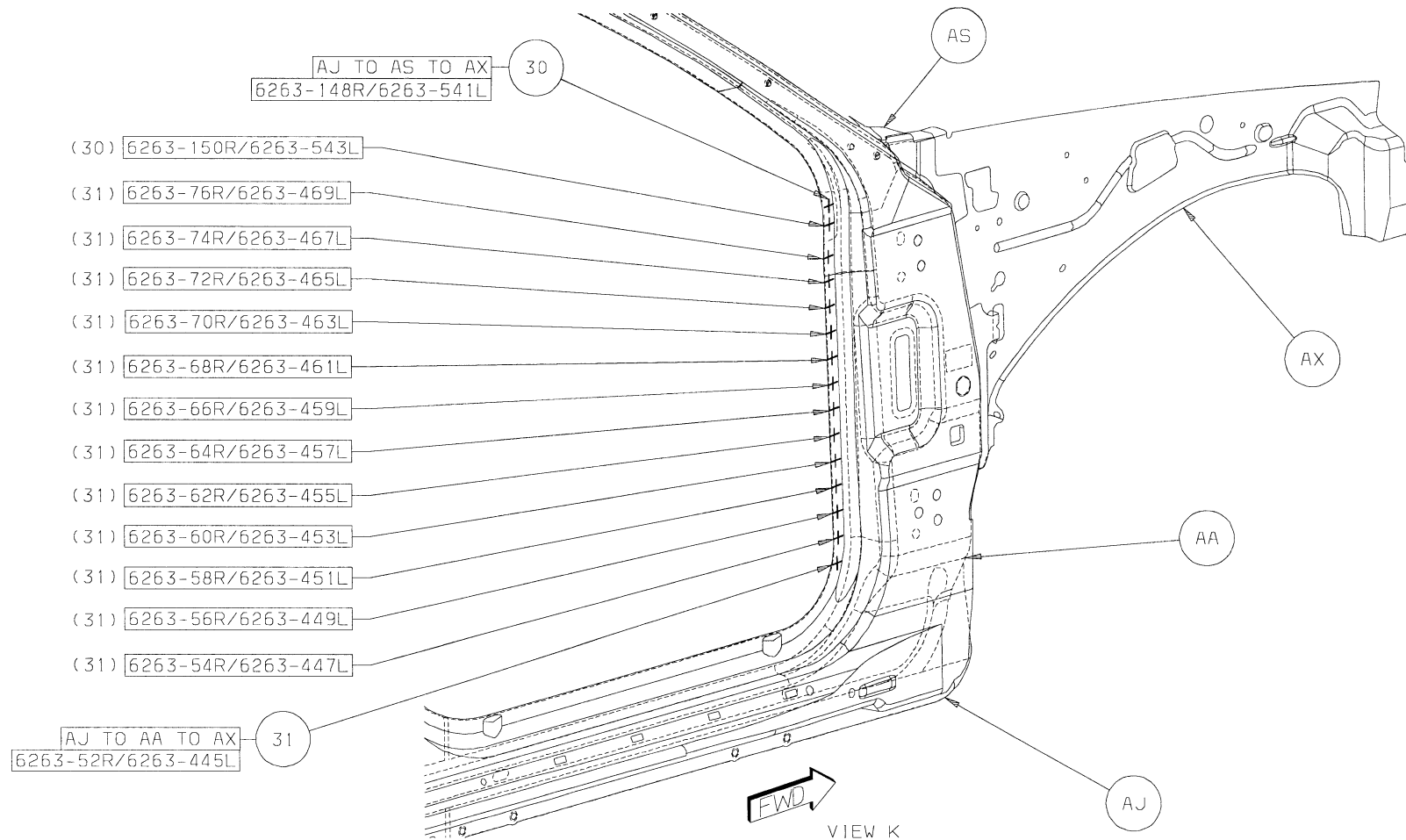


29 AV TO AA TO AJ 31/SD S/WELD



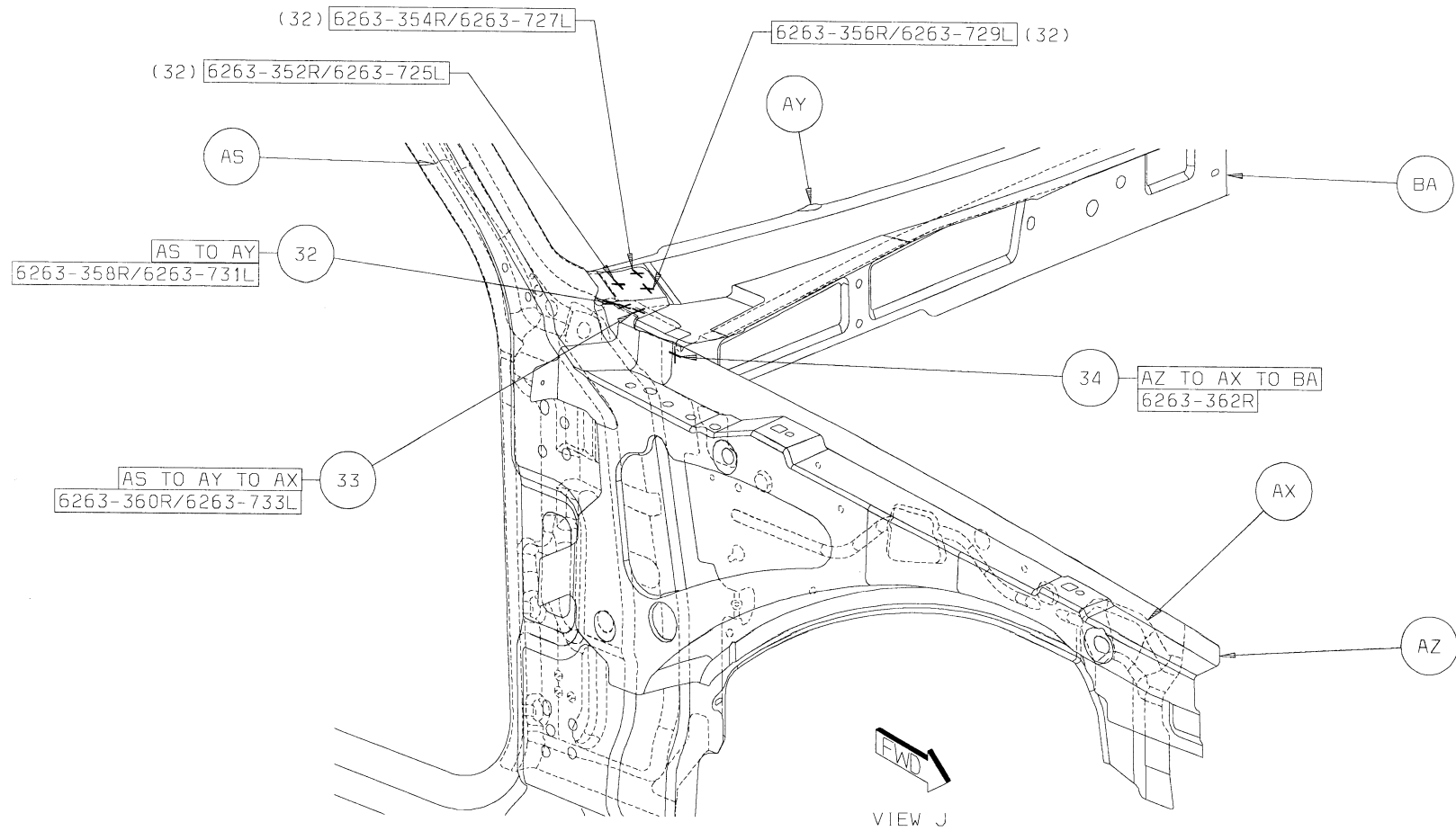
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30 AJ TO AS TO AX 2/SD S/WELD  
31 AJ TO AA TO AX 13/SD S/WELD



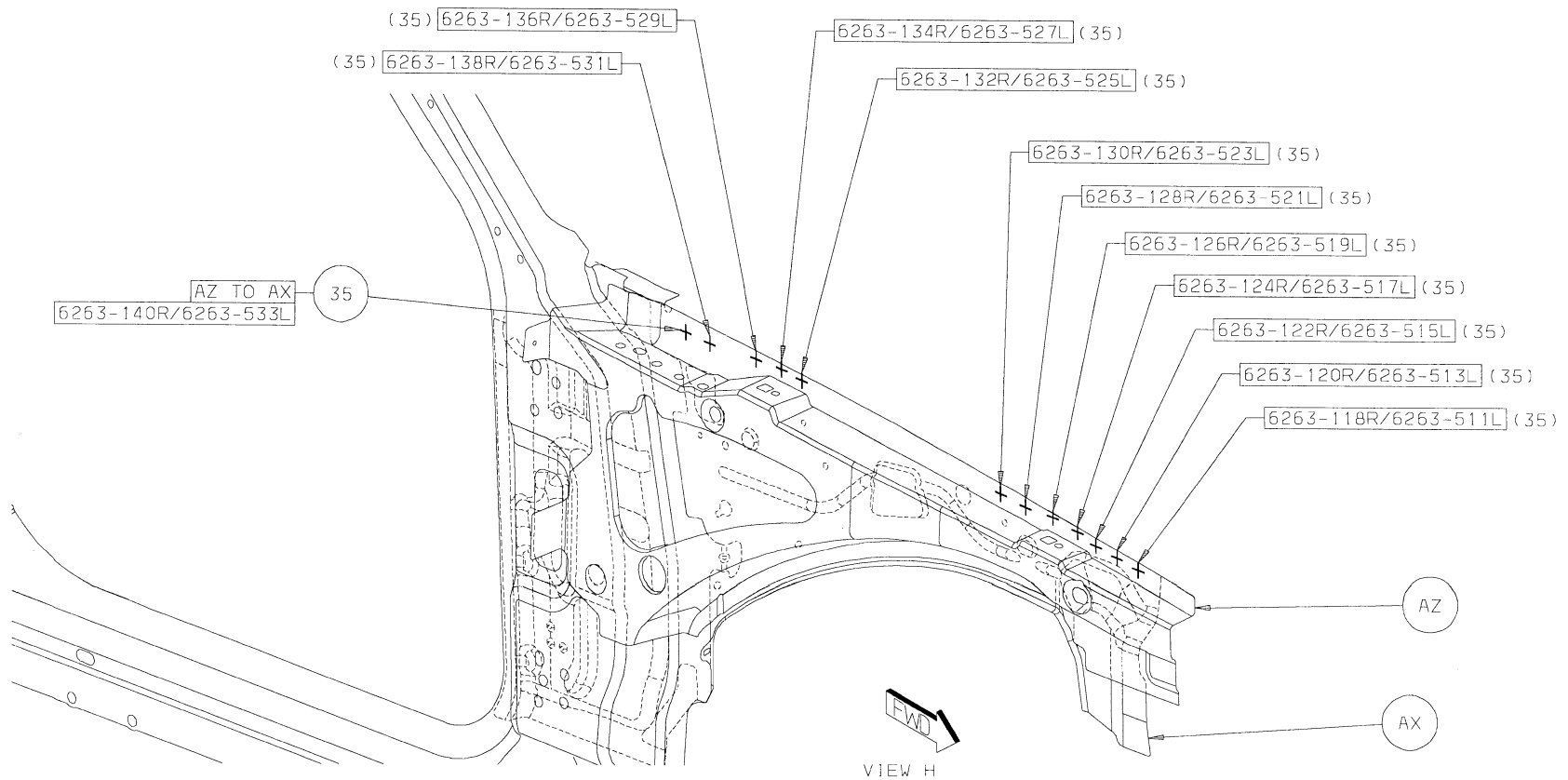
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- 32 AS TO AY 4/SD S/WELD
- 33 AS TO AY TO AX 1/SD S/WELD
- 34 AZ TO AX TO BA 1/SD S/WELD



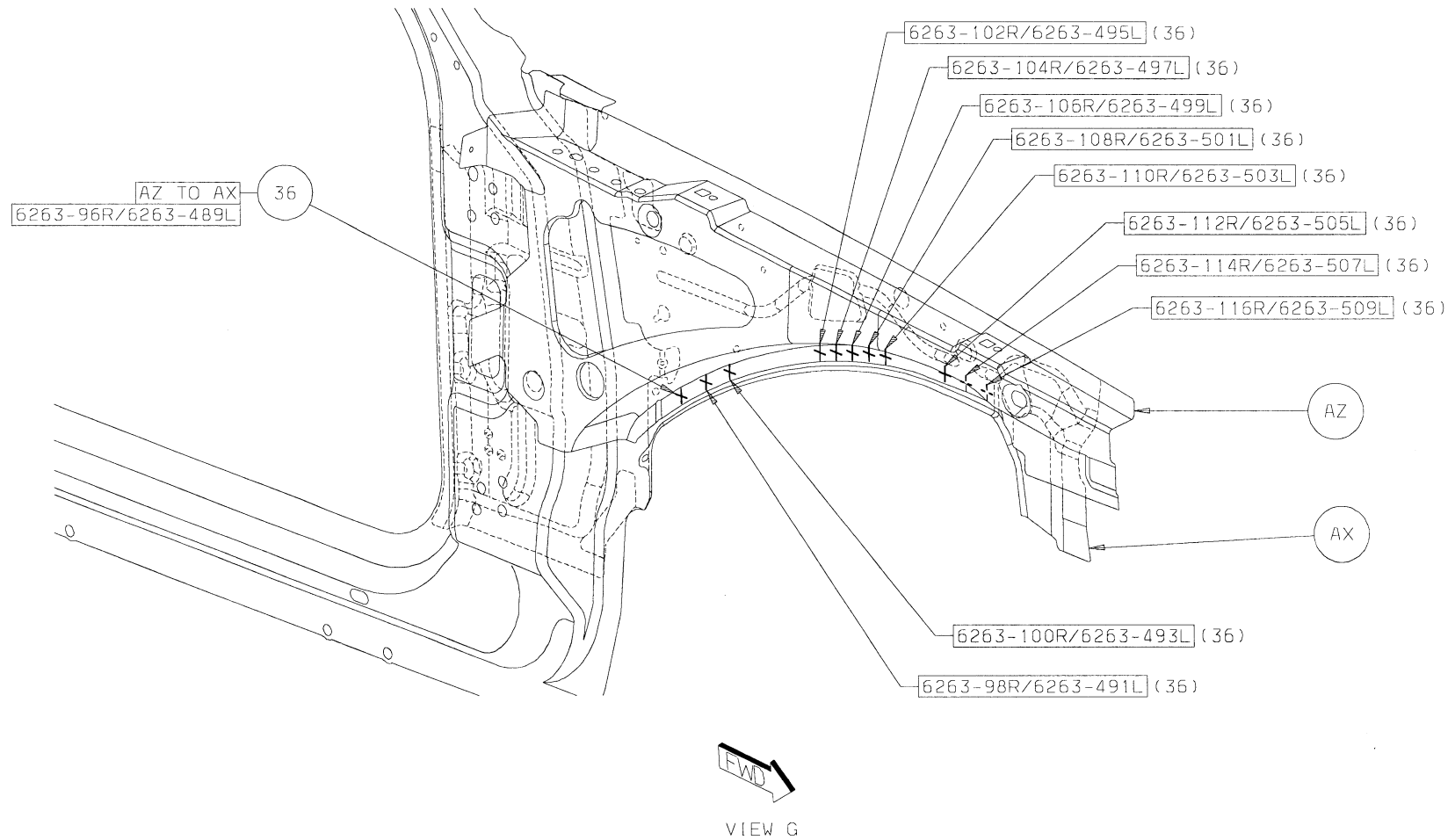
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35 AZ TO AX 12/SD SWELD



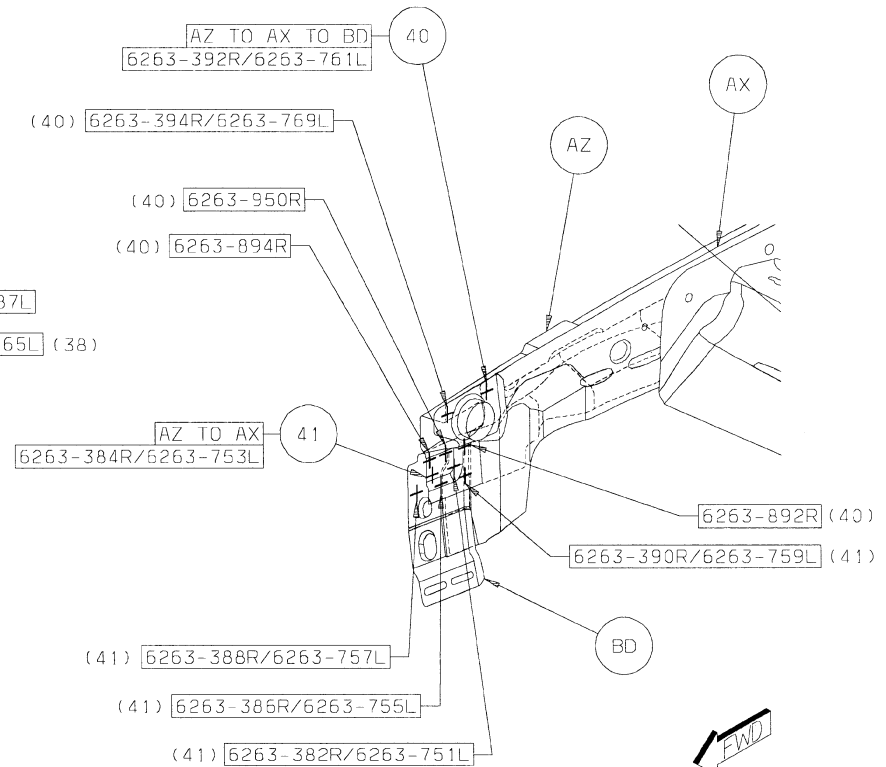
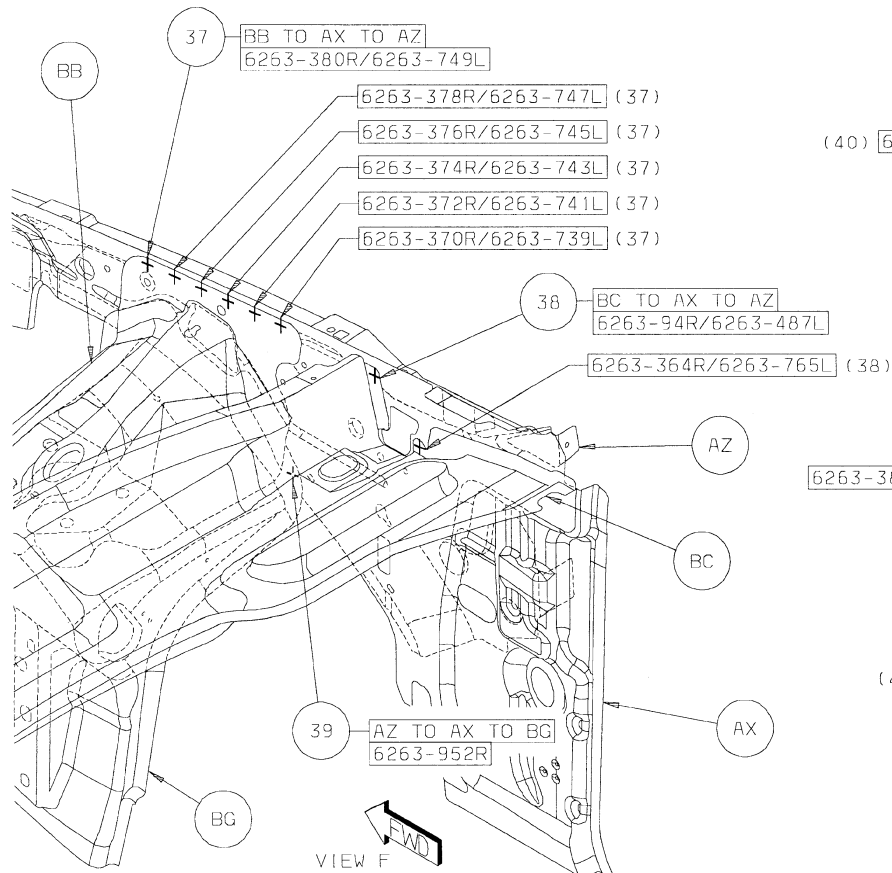
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36 AZ TO AX 11/SD SWELD



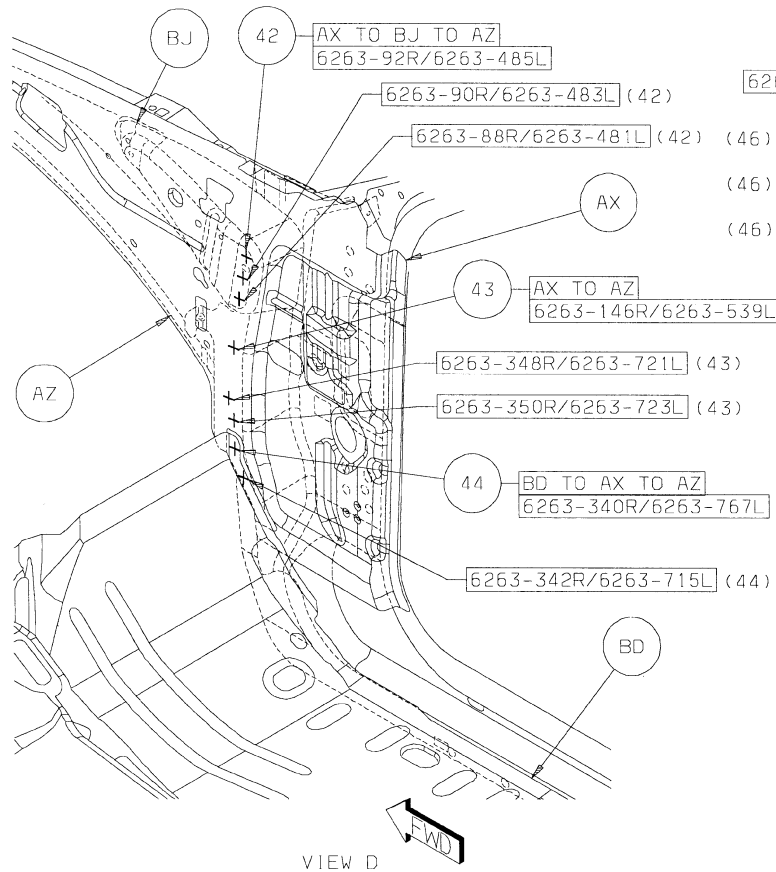
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- 37 BB TO TORX TO AZ 6/SD S/WELD
- 38 BC TO AX TO AZ 2/SD S/WELD
- 39 AZ TO AX TO BG 1R S/WELD
- 40 AZ TO AX TO BD 5R/2L S/WELD
- 41 AZ TO AX 5/SD S/WELD

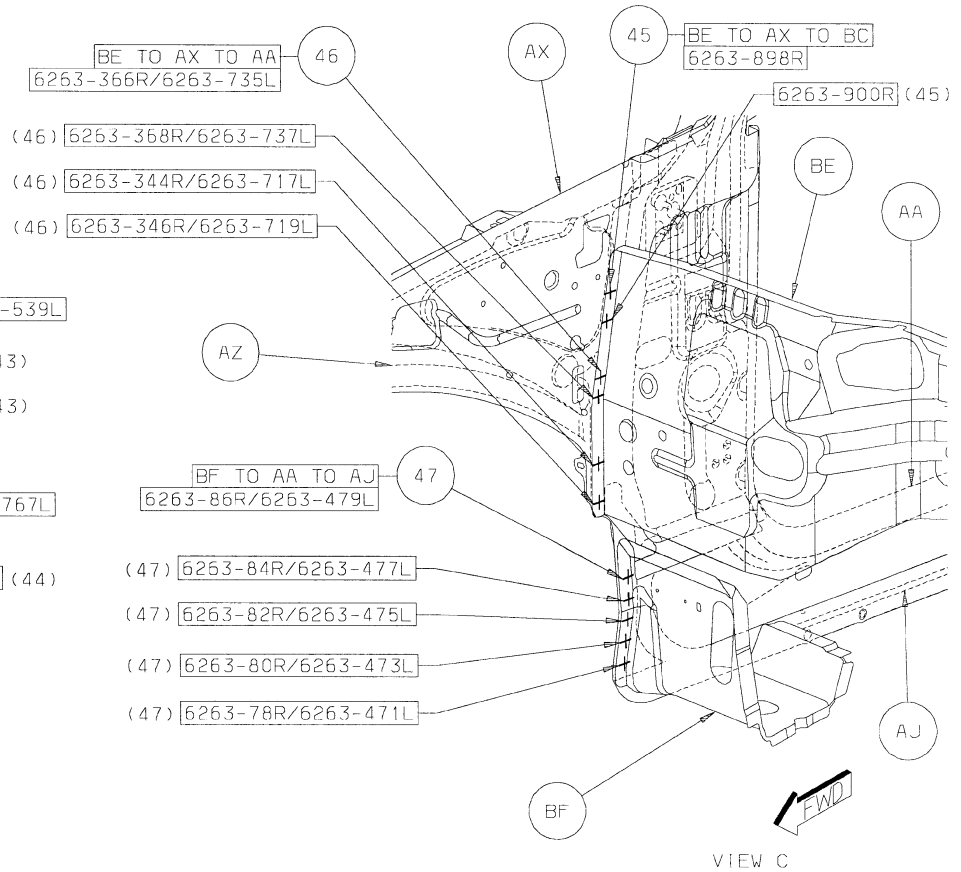


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- 42 AX TO BC TO AZ 3/SD S/WELD
- 43 AX TO AZ 3/SD S/WELD
- 44 BD TO AX TO AZ 2/SD S/WELD
- 45 BE TO AX TO BC 2R S/WELD
- 46 BE TO AX TO AA 4/SD S/WELD
- 47 BF TO AA TO AJ 5/SD S/WELD



VIEW D

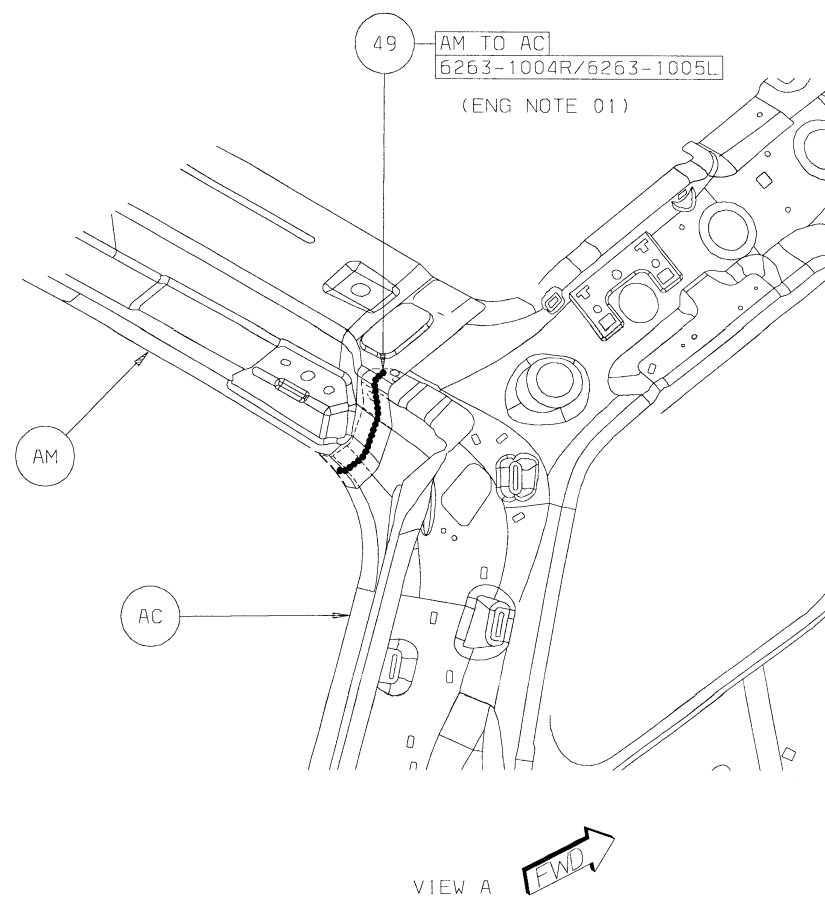
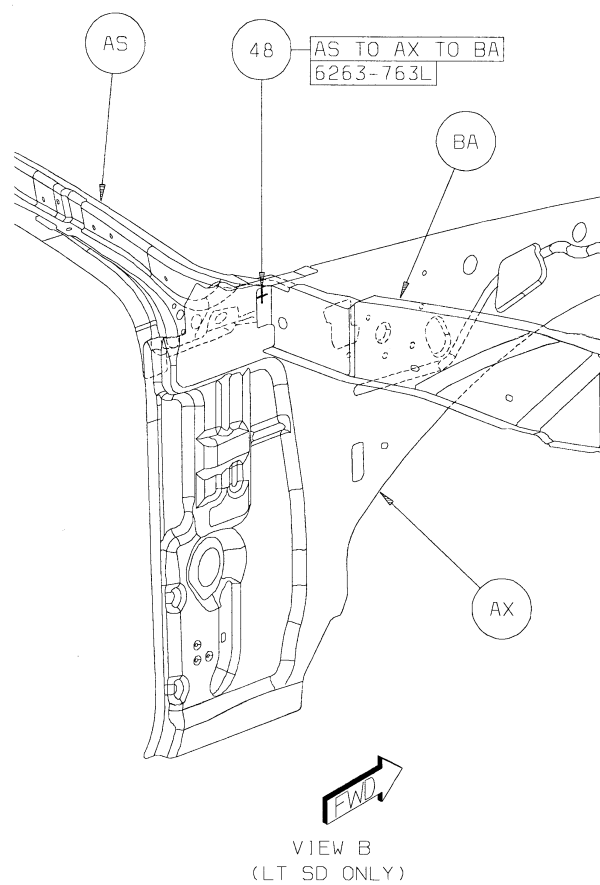


VIEW C

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48 AS TO AX TO BH 1L S/WELD

49 AN TO AC 1/SD STRUC ADH

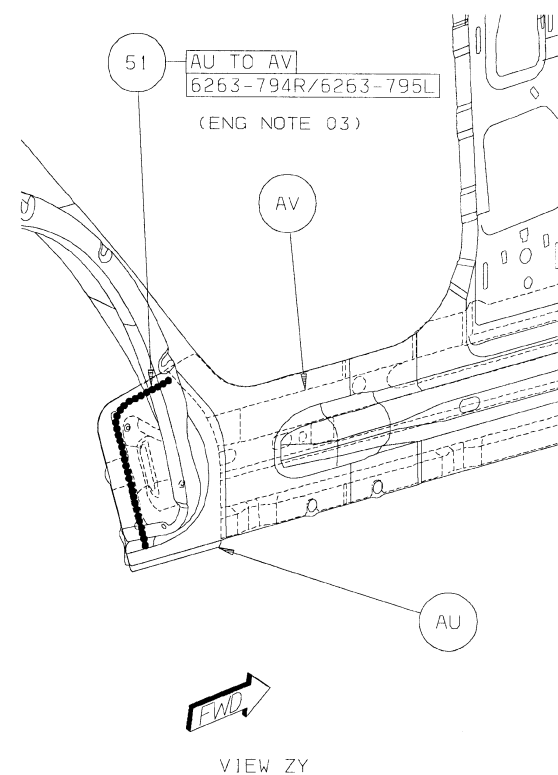
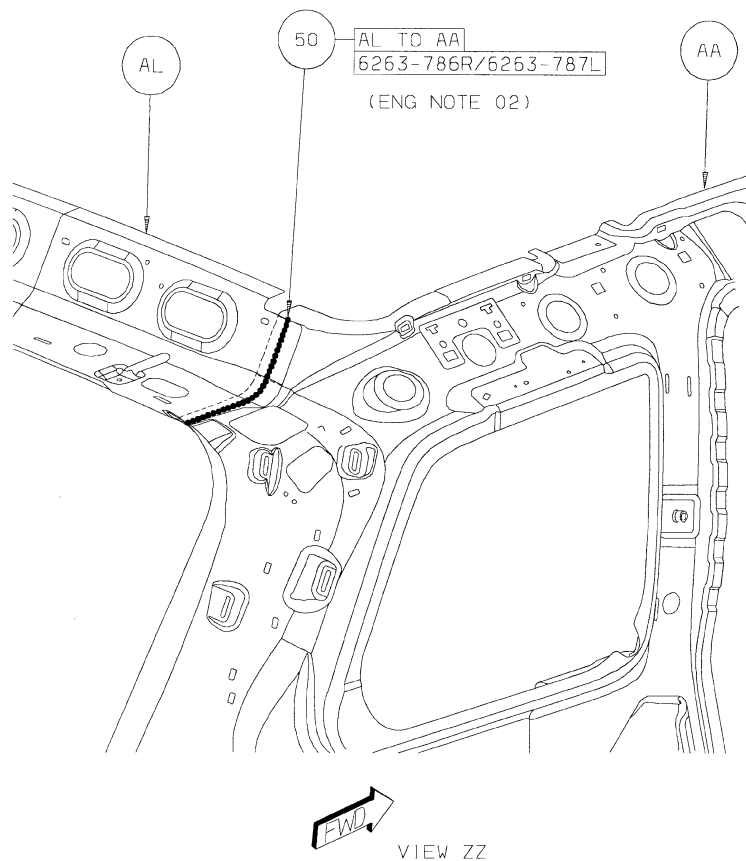


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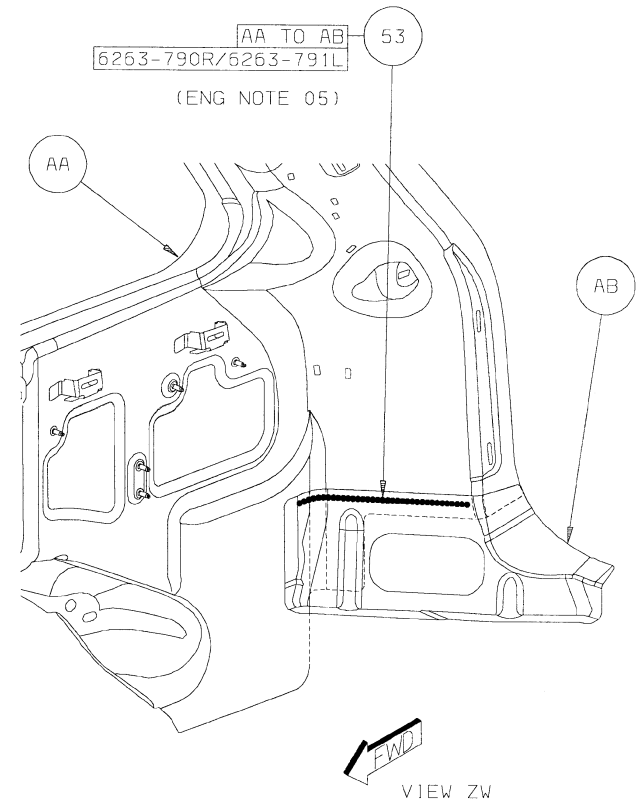
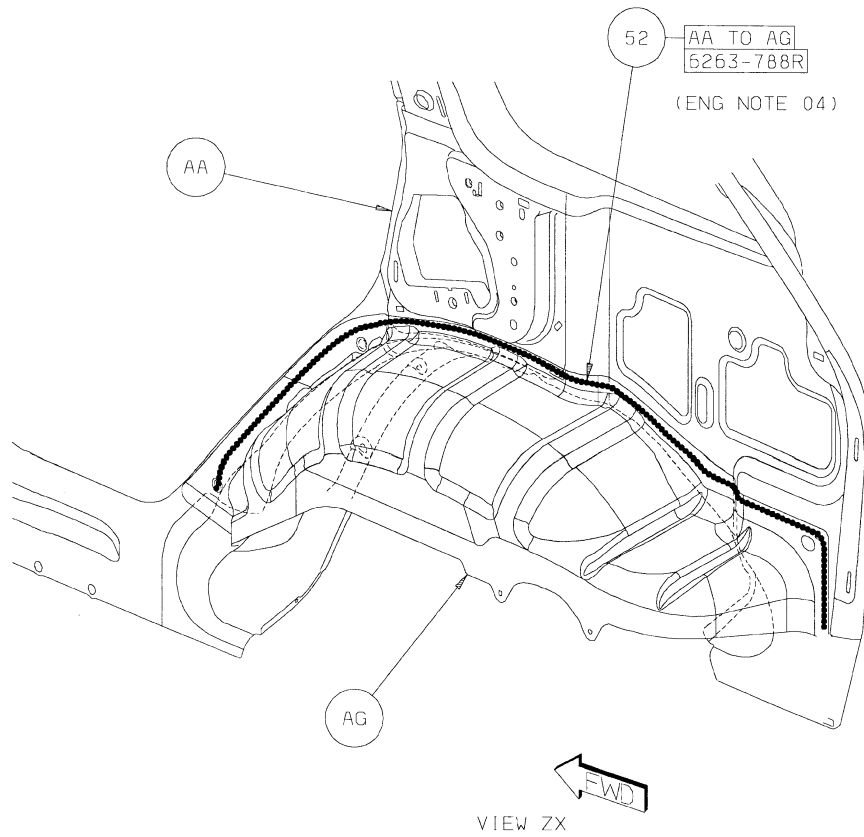
50 AL TO AA 1/SD STRUC ADH

51 AU TO AV 1/SD STRUC ADH



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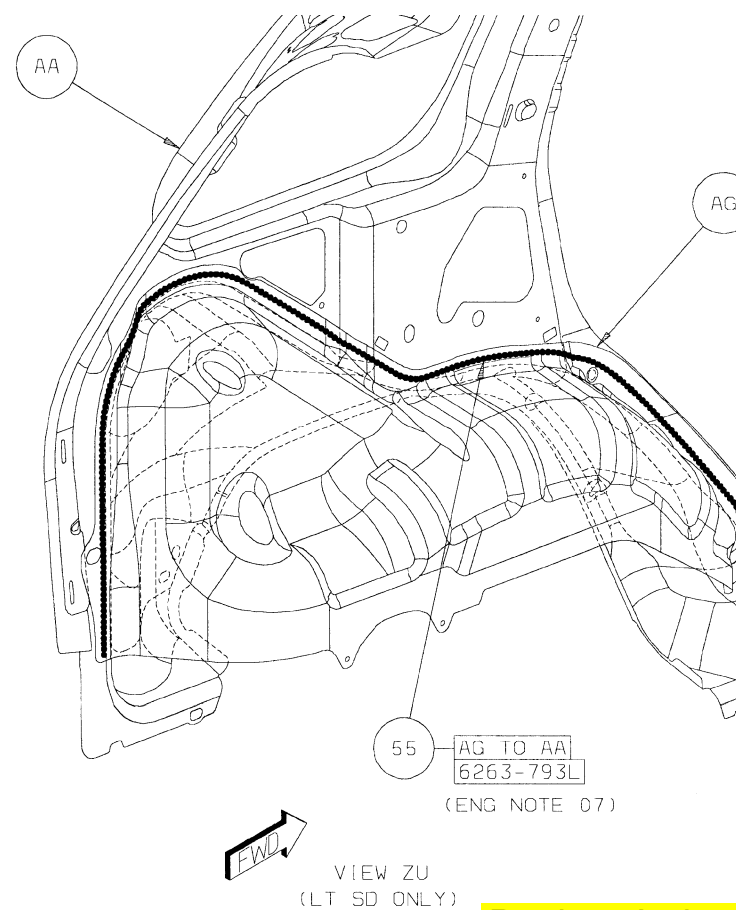
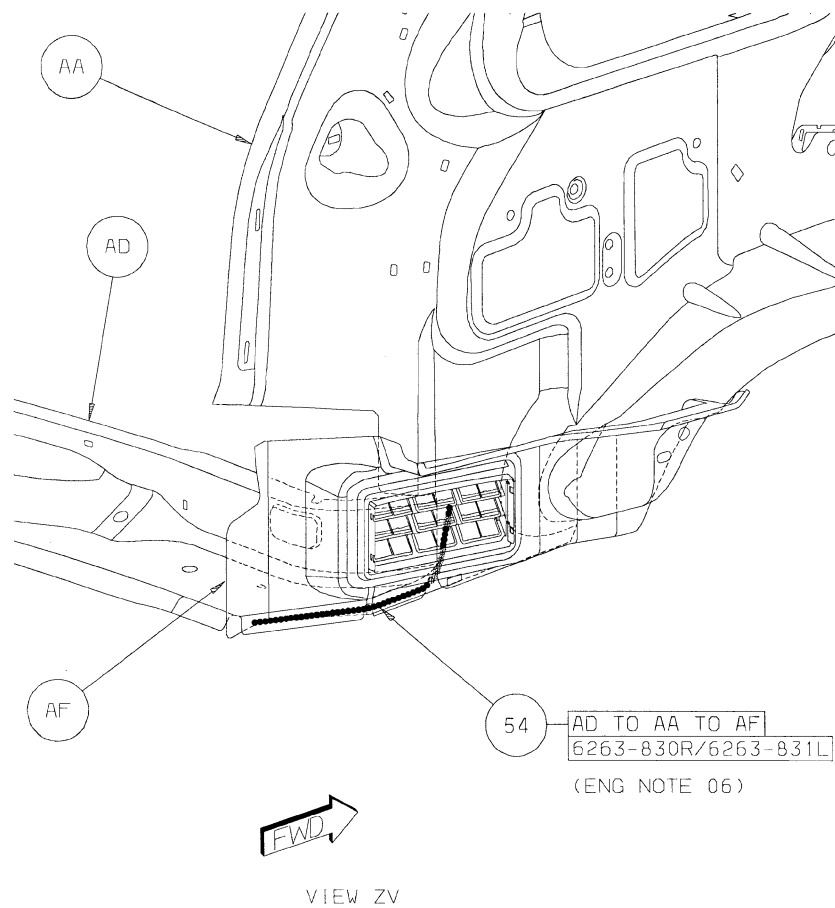
- 52 AA TO AG 1R STRUC ADH  
53 AA TO AB 1/SD STRUC ADH



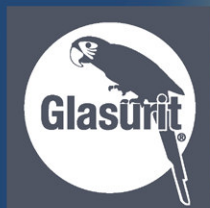
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54 AD TO AA TO AF 1/SD STRUC ADH

55 AG TO AA 1L STRUC ADH



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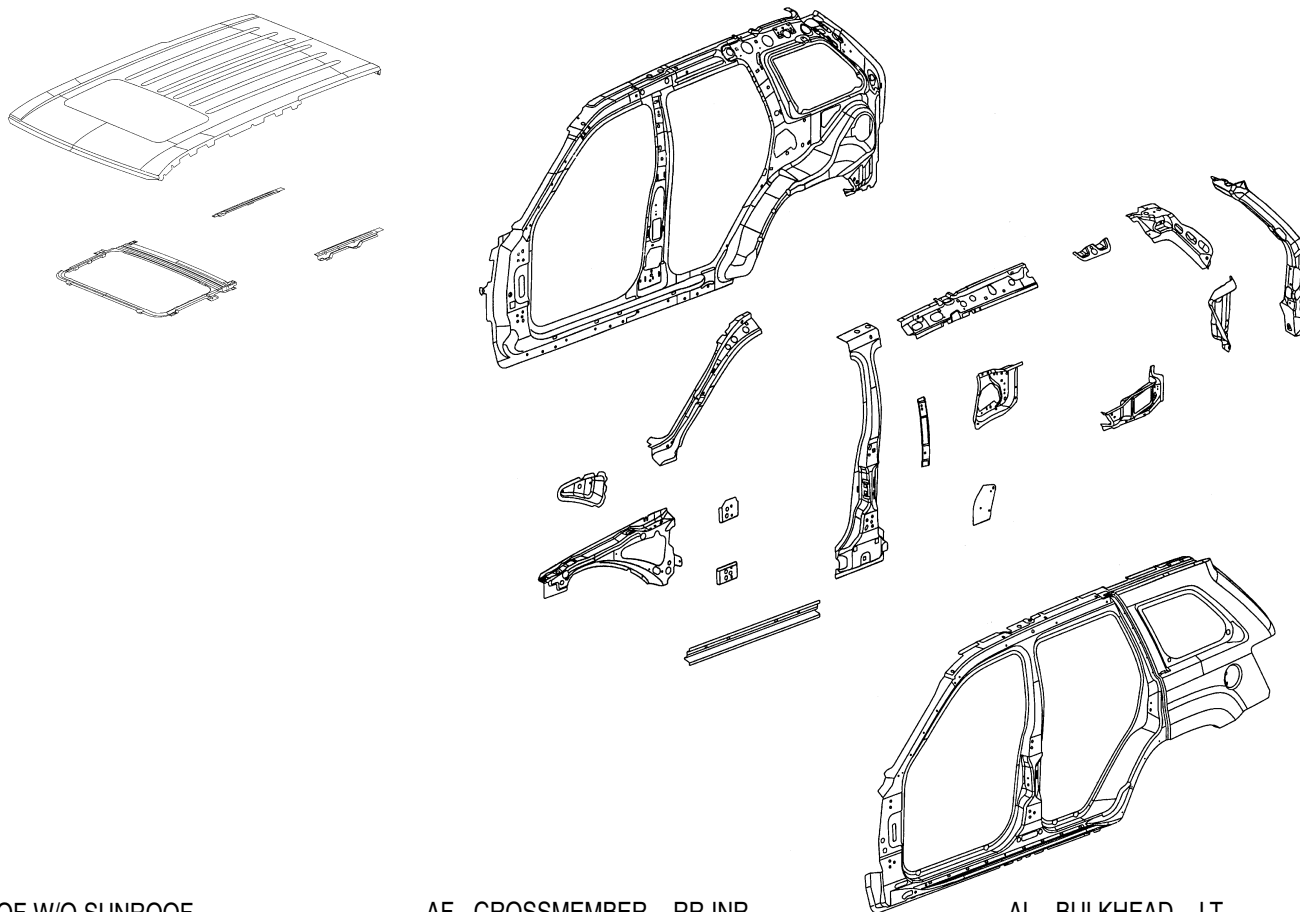


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The Chemical Company

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## GRAND CHEROKEE BODY IN WHITE COMPLETE SECTION (1 OF 3)



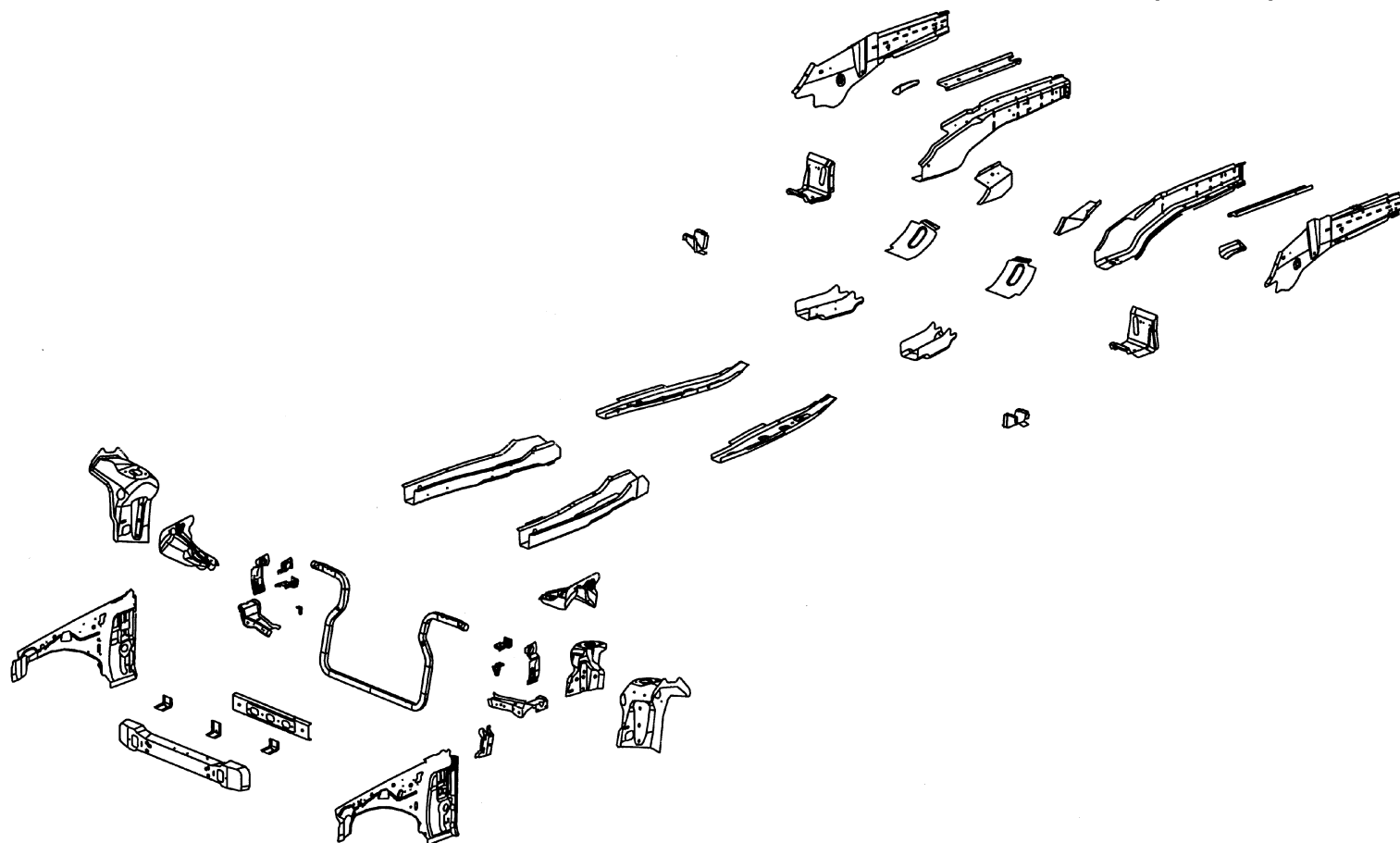
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 AB TROUGH - LIFTGATE OPENING RT -  
 AB TROUGH - LIFTGATE OPENING LT -  
 AC HEADER - RR UPR -  
 AD REINF - RR HEADER UPR AT LIFTGATE HINGE  
 AD REINF - RR HEADER UPR AT LIFTGATE HINGE  
 AE 55394299 PNL ROOF W/SUNROOF

AF CROSSMEMBER - RR INR -  
 AG CROSSMEMBER - RR OTR -  
 AH EXTENSION - BODY SIDE OTR RR RT -  
 AJ PAN - FLOOR RR - FUEL BUNDLE ATTACH -  
 AK GUSSET - D-PILLAR LWR TO FLOOR RT -  
 AK GUSSET - D-PILLAR LWR TO FLOOR LT -  
 AL BULKHEAD - RT -

AL BULKHEAD - LT -  
 AM PANEL - BODY SIDE INR RT -  
 AN PANEL - BODY SIDE RT -  
 AP REINF - B-PILLAR RT -  
 AR HEADER - LWR FRT -  
 AS REINF - ROOF W/SUNROOF -  
 AT REINF - A-PILLAR UPR RT -

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## GRAND CHEROKEE BODY IN WHITE COMPLETE SECTION (2 OF 3)



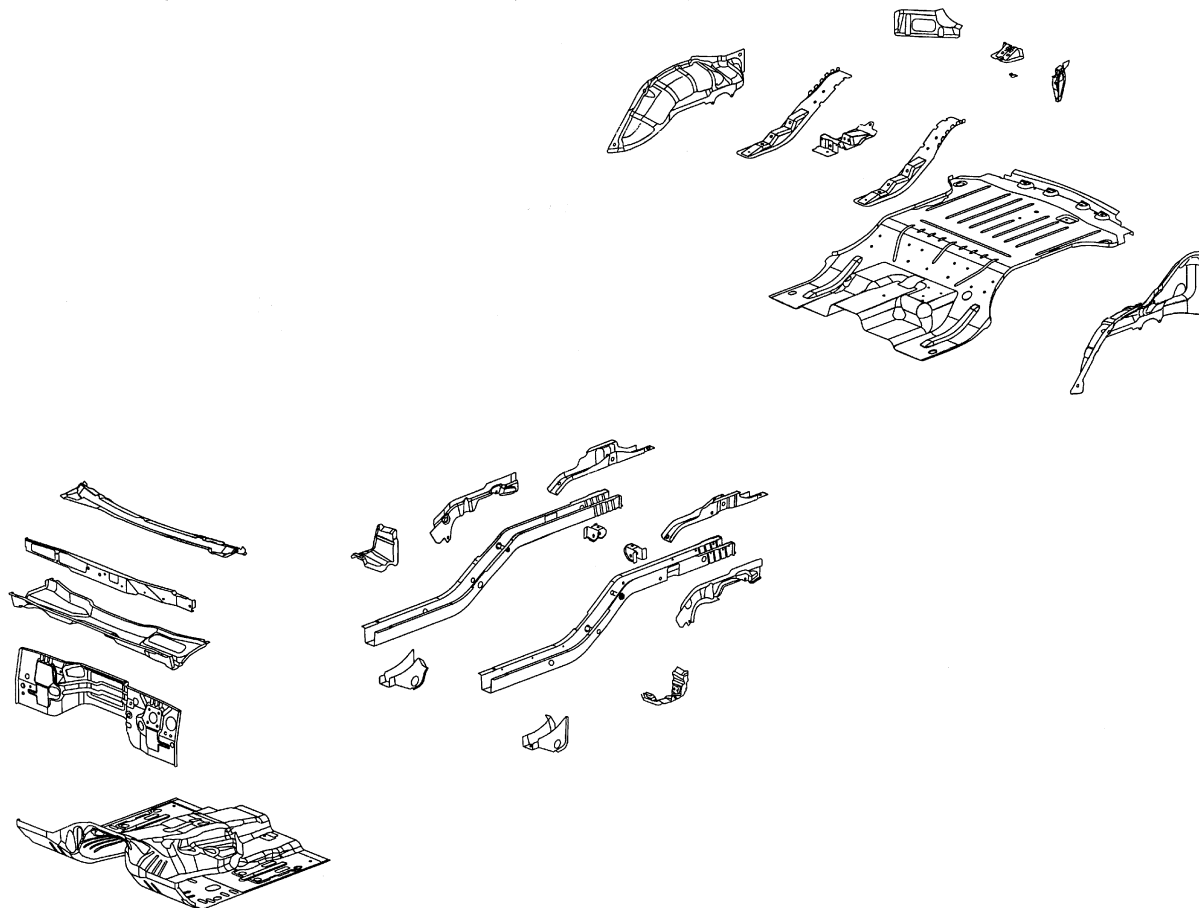
AA PANEL - ROOF W/O SUNROOF -  
 AB TROUGH - LIFTGATE OPENING RT -  
 AB TROUGH - LIFTGATE OPENING LT -  
 AC HEADER - RR UPR -  
 AD REINF - RR HEADER UPR AT LIFTGATE HINGE  
 AD REINF - RR HEADER UPR AT LIFTGATE HINGE  
 AE 55394299 PNL ROOF W/SUNROOF

AF CROSSMEMBER - RR INR -  
 AG CROSSMEMBER - RR OTR -  
 AH EXTENSION - BODY SIDE OTR RR RT -  
 AJ PAN - FLOOR RR - FUEL BUNDLE ATTACH -  
 AK GUSSET - D-PILLAR LWR TO FLOOR RT -  
 AK GUSSET - D-PILLAR LWR TO FLOOR LT -  
 AL BULKHEAD - RT -

AL BULKHEAD - LT -  
 AM PANEL - BODY SIDE INR RT -  
 AN PANEL - BODY SIDE RT -  
 AP REINF - B-PILLAR RT -  
 AR HEADER - LWR FRT -  
 AS REINF - ROOF W/SUNROOF -  
 AT REINF - A-PILLAR UPR RT -

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## GRAND CHEROKEE BODY IN WHITE COMPLETE SECTION (3 OF 3)



AA PANEL - ROOF W/O SUNROOF -  
 AB TROUGH - LIFTGATE OPENING RT -  
 AB TROUGH - LIFTGATE OPENING LT -  
 AC HEADER - RR UPR -  
 AD REINF - RR HEADER UPR AT LIFTGATE HINGE  
 AD REINF - RR HEADER UPR AT LIFTGATE HINGE  
 AE 55394299 PNL ROOF W/SUNROOF

AF CROSSMEMBER - RR INR -  
 AG CROSSMEMBER - RR OTR -  
 AH EXTENSION - BODY SIDE OTR RR RT -  
 AJ PAN - FLOOR RR - FUEL BUNDLE ATTACH -  
 AK GUSSET - D-PILLAR LWR TO FLOOR RT -  
 AK GUSSET - D-PILLAR LWR TO FLOOR LT -  
 AL BULKHEAD - RT -

AL BULKHEAD - LT -  
 AM PANEL - BODY SIDE INR RT -  
 AN PANEL - BODY SIDE RT -  
 AP REINF - B-PILLAR RT -  
 AR HEADER - LWR FRT -  
 AS REINF - ROOF W/SUNROOF -  
 AT REINF - A-PILLAR UPR RT -

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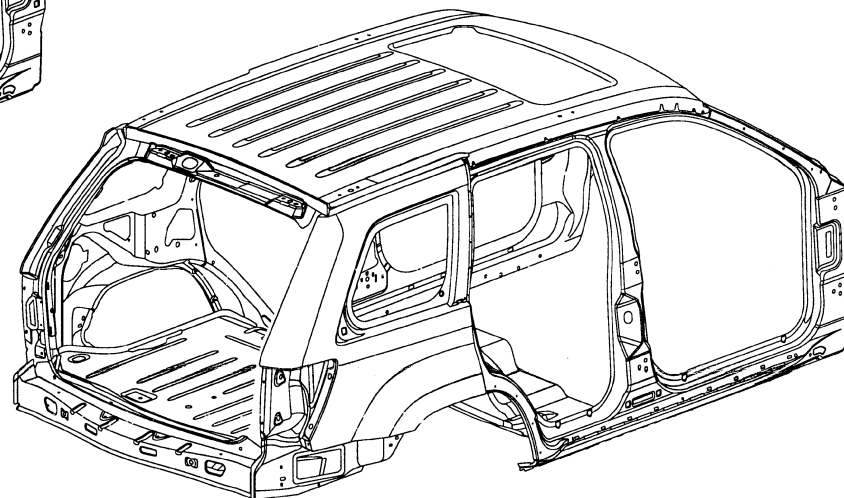
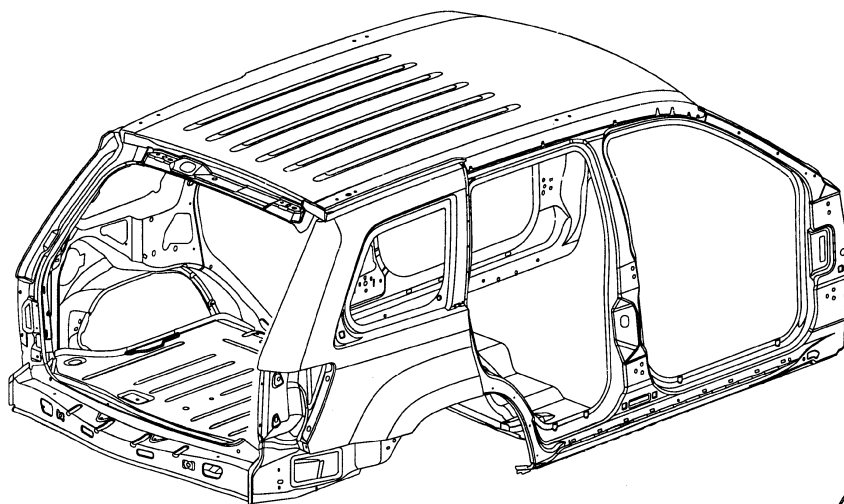


## PARTS IDENTIFICATION LEGEND, OVERVIEW 25

AA PANEL - ROOF W/O SUNROOF -  
 AB TROUGH - LIFTGATE OPENING RT -  
 AB TROUGH - LIFTGATE OPENING LT -  
 AC HEADER - RR UPR -  
 AD REINF - RR HEADER UPR AT LIFTGATE HINGE  
 AD REINF - RR HEADER UPR AT LIFTGATE HINGE  
 AE 55394299 PNL ROOF W/SUNROOF

AF CROSSMEMBER - RR INR -  
 AG CROSSMEMBER - RR OTR -  
 AH EXTENSION - BODY SIDE OTR RR RT -  
 AJ PAN - FLOOR RR - FUEL BUNDLE ATTACH -  
 AK GUSSET - D-PILLAR LWR TO FLOOR RT -  
 AK GUSSET - D-PILLAR LWR TO FLOOR LT -  
 AL BULKHEAD - RT -

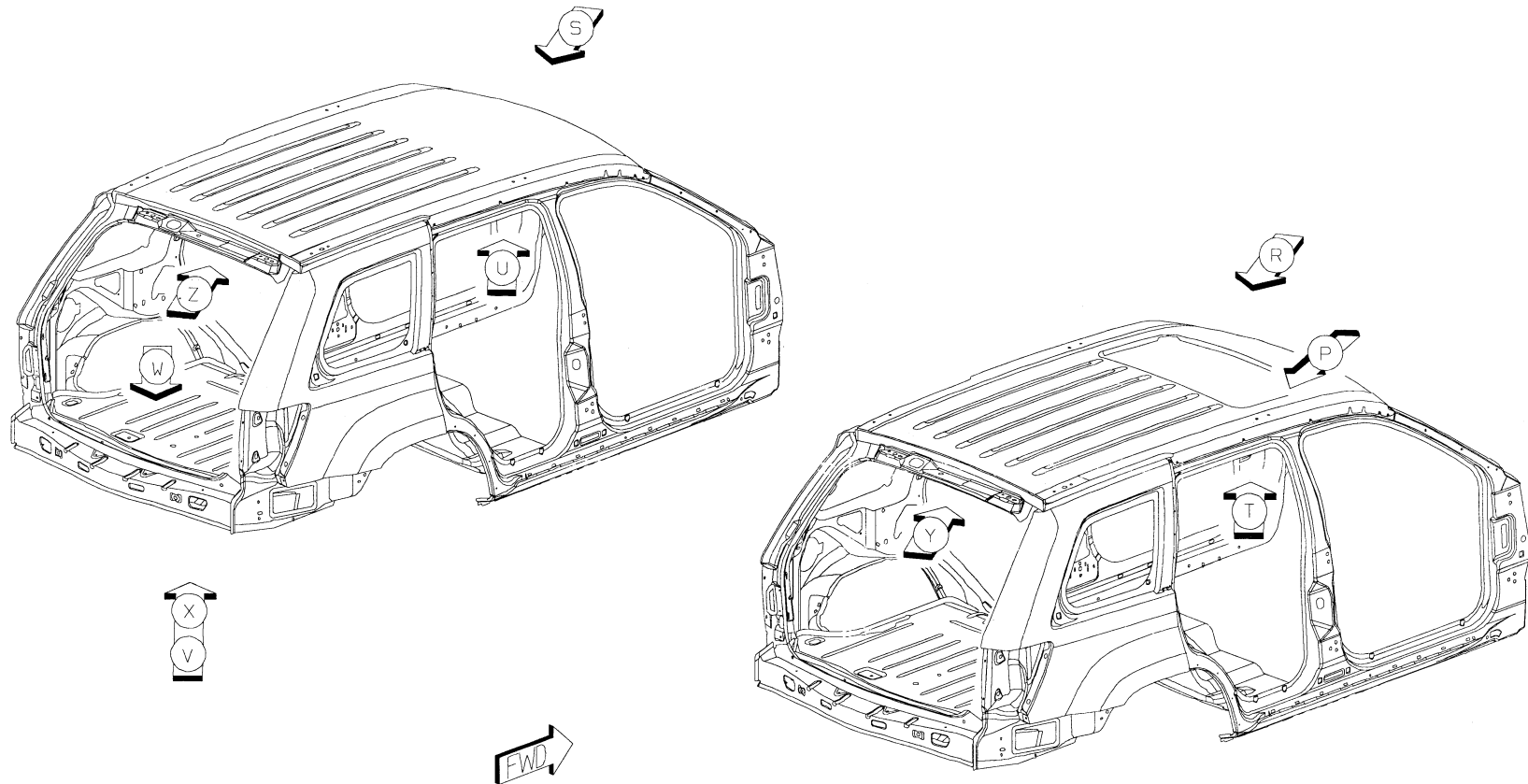
AL BULKHEAD - LT -  
 AM PANEL - BODY SIDE INR RT -  
 AN PANEL - BODY SIDE RT -  
 AP REINF - B-PILLAR RT -  
 AR HEADER - LWR FRT -  
 AS REINF - ROOF W/SUNROOF -  
 AT REINF - A-PILLAR UPR RT -



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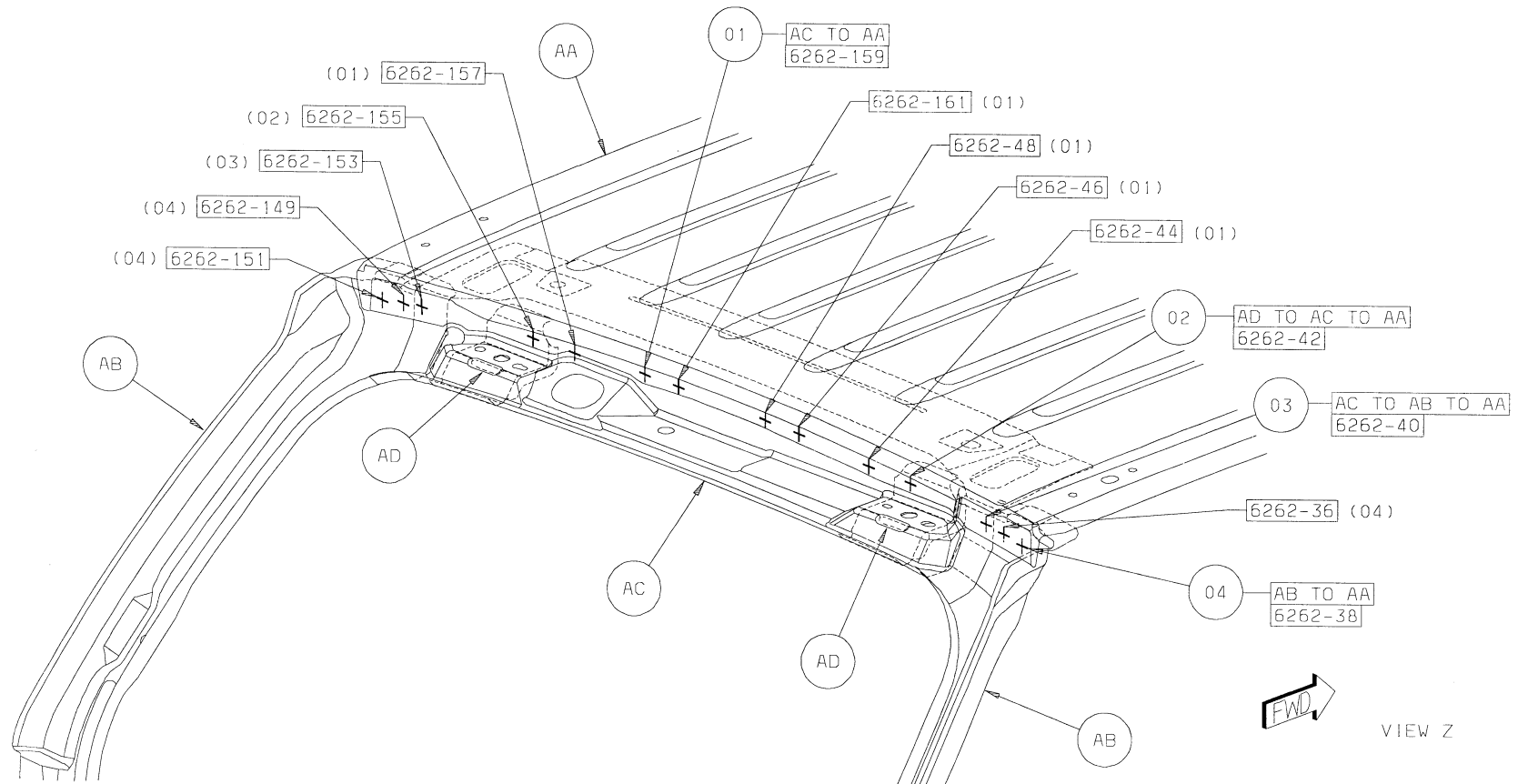


## WELD LAYOUT LOCATION GUIDE



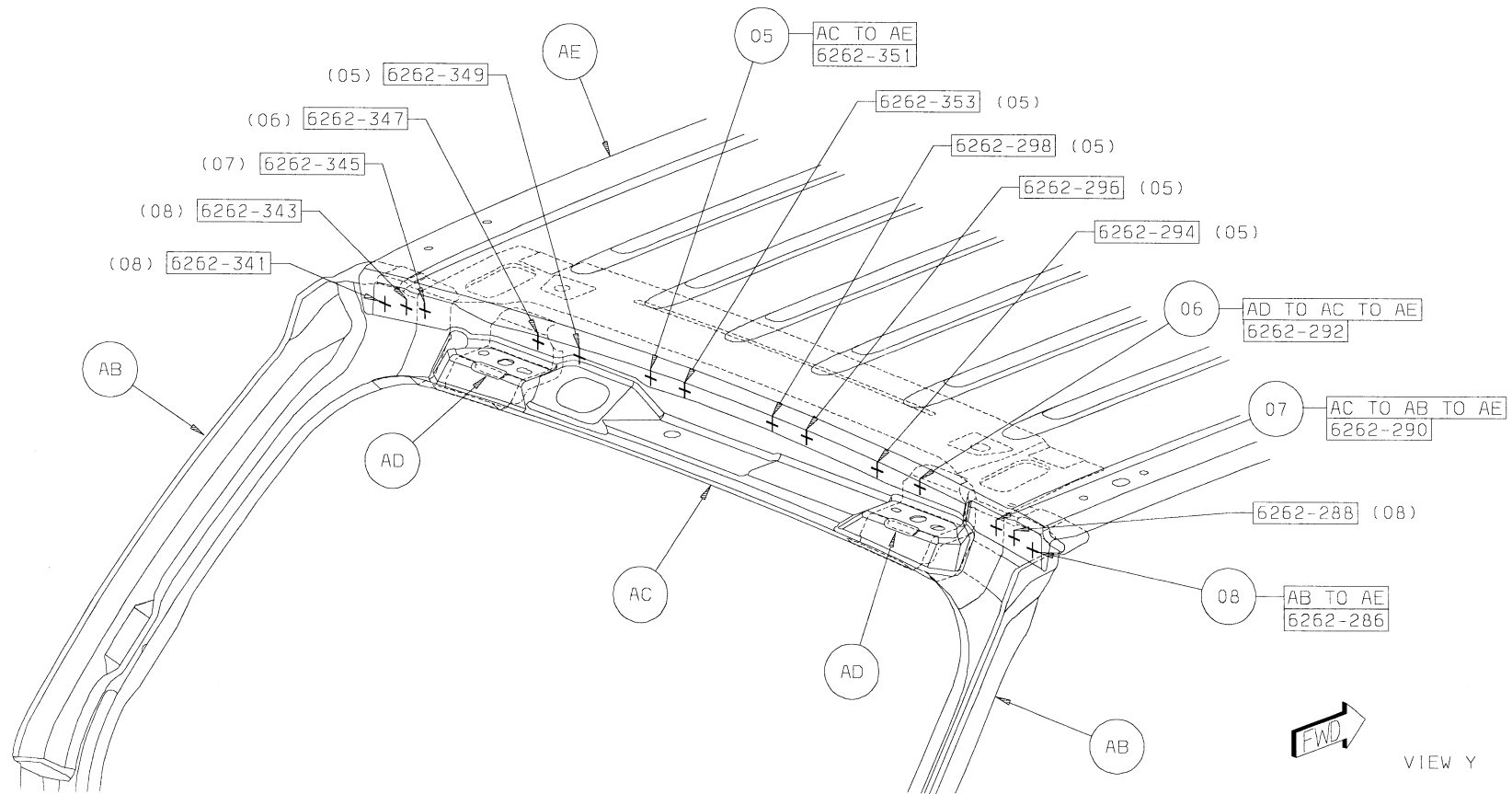
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- 1 AC TO AA 6 S/WELD
- 2 AD TO AC TO AA 2 S/WELD
- 3 AC TO AB TO AA 2 S/WELD
- 4 AB TO AA 4 S/WELD



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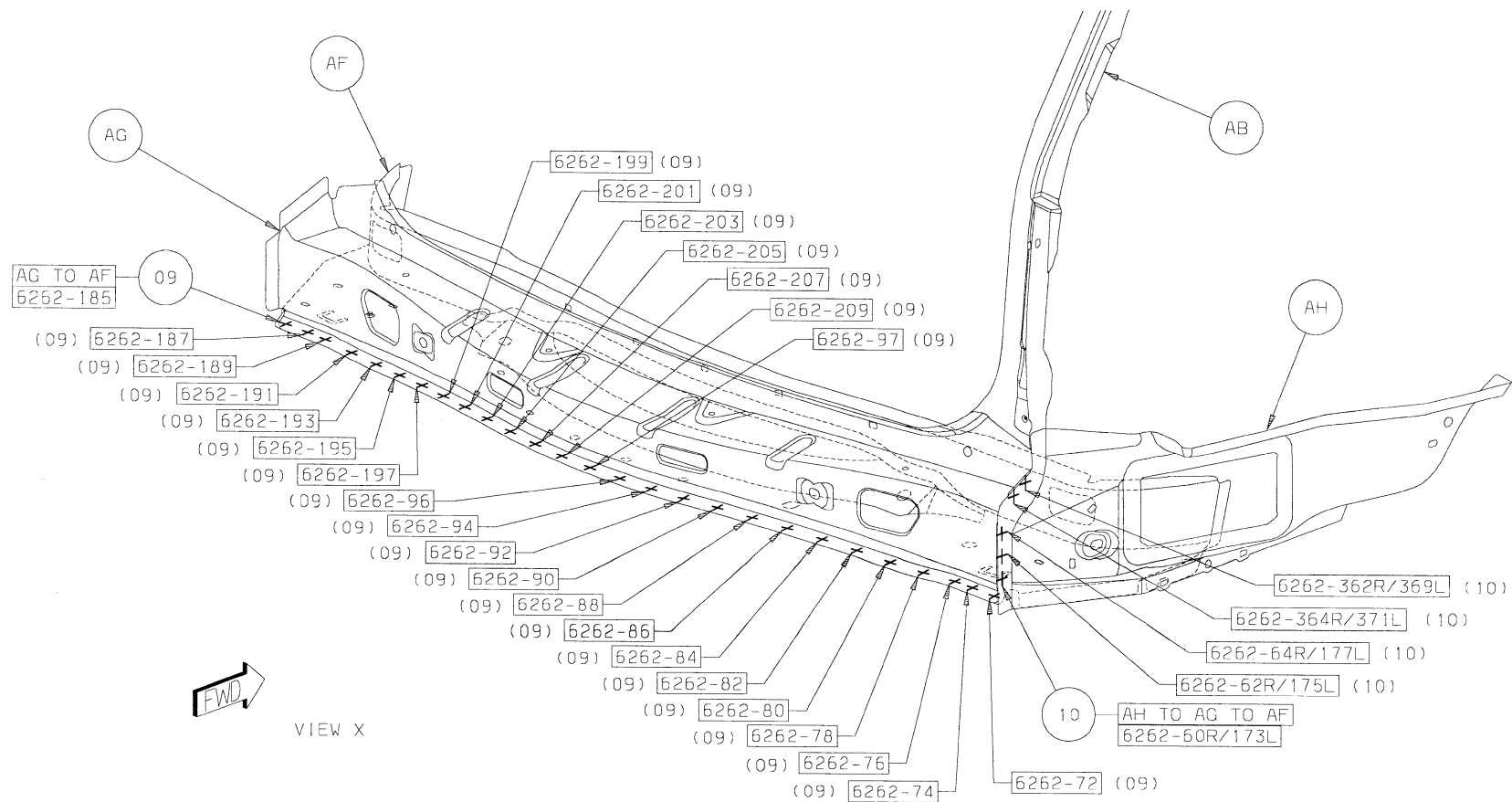
- 5 AC TO AE 6 S/WELD
- 6 AD TO AC TO AE 2 S/WELD
- 7 AC TO AB TO AE 2 S/WELD
- 8 AB TO AE 4 S/WELD



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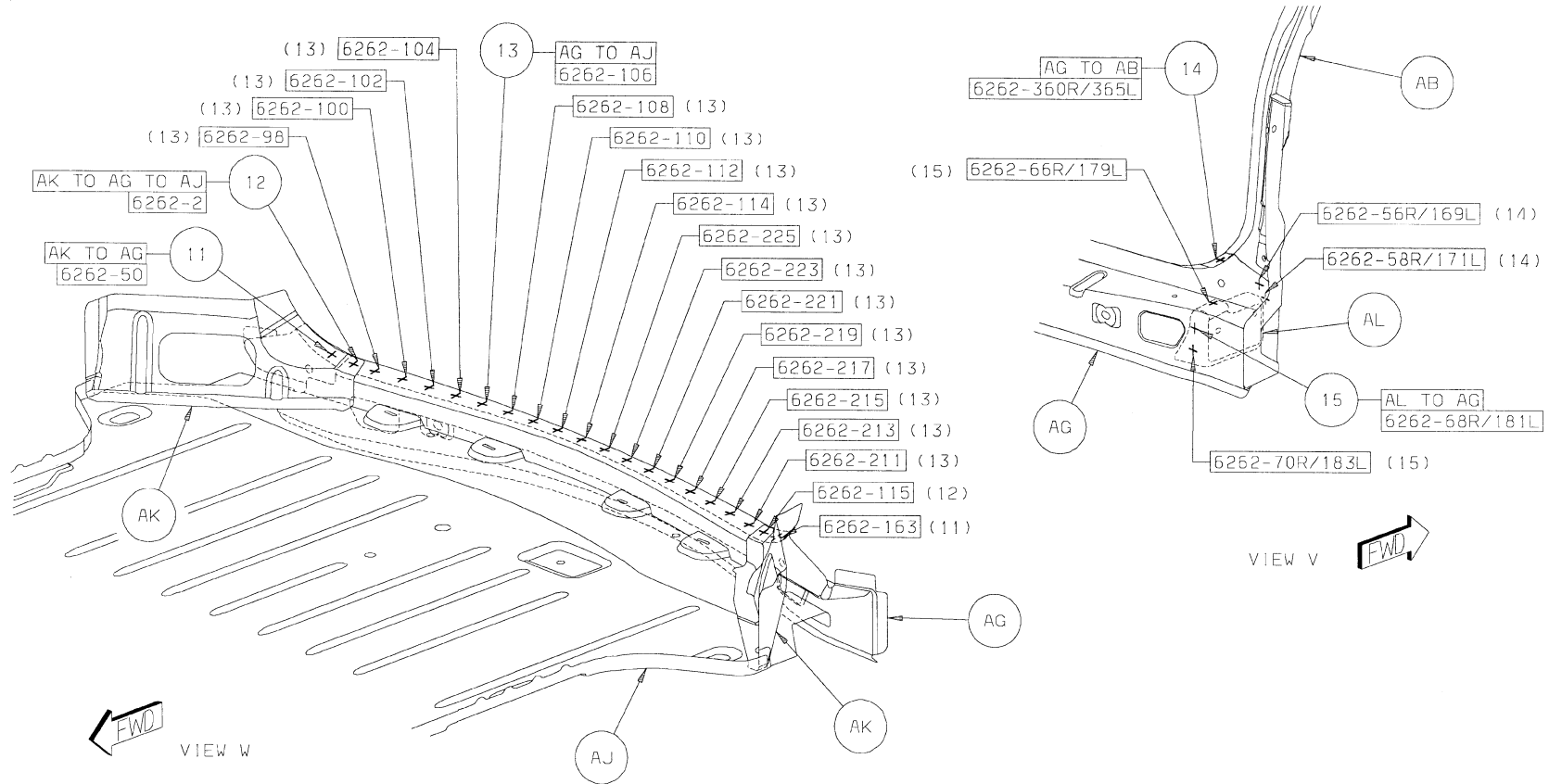
9 AG TO AF 27 SWELD

10 AH TO AG TO AF 5/SD SWELD



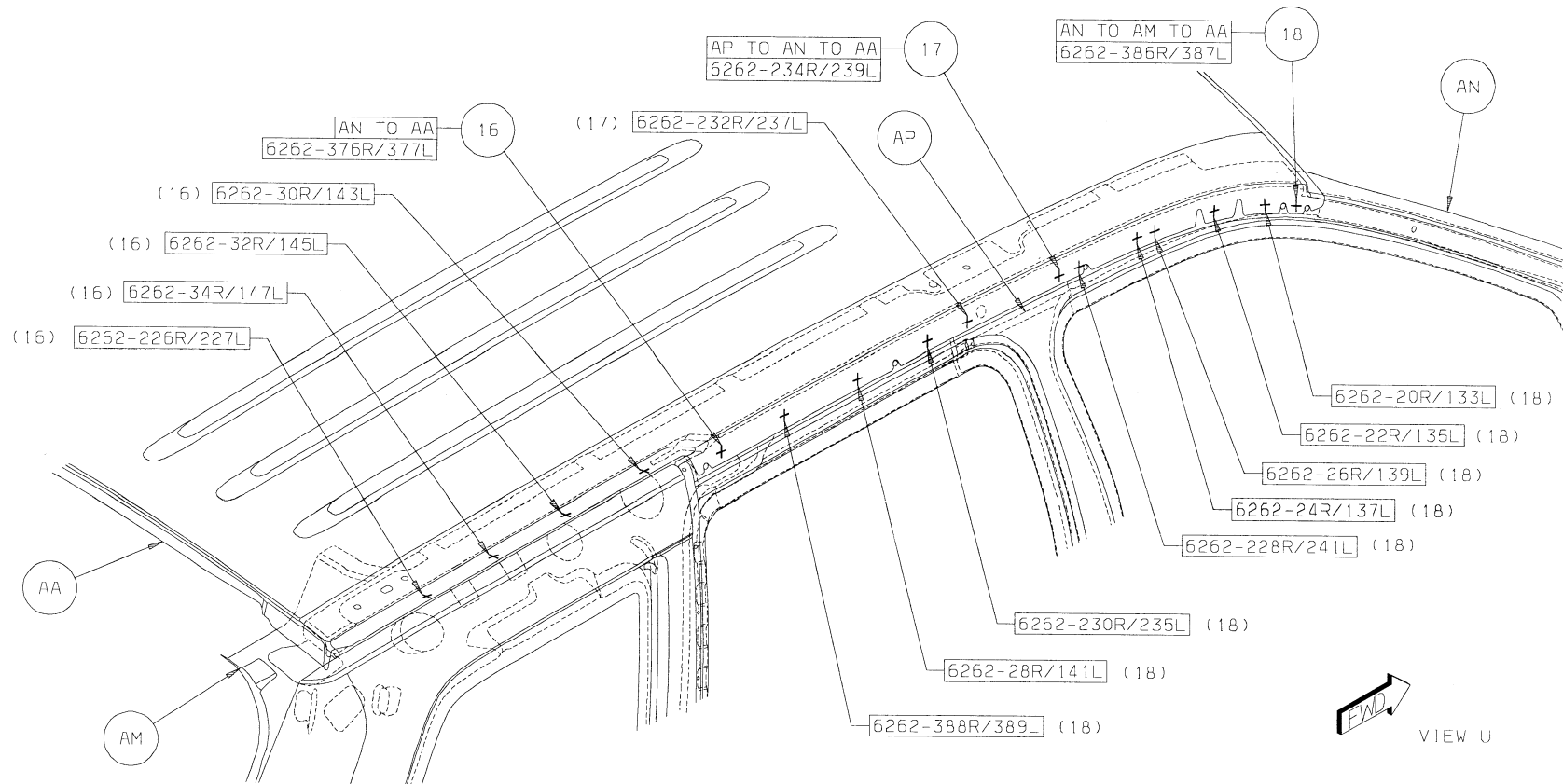
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- 11 AK TO AG 2 S/WELD
- 12 AK TO AG TO AJ 2 S/WELD
- 13 AG TO AJ 17 S/WELD
- 14 AG TO AB 3/SD S/WELD
- 15 AL TO AG 3/SD S/WELD



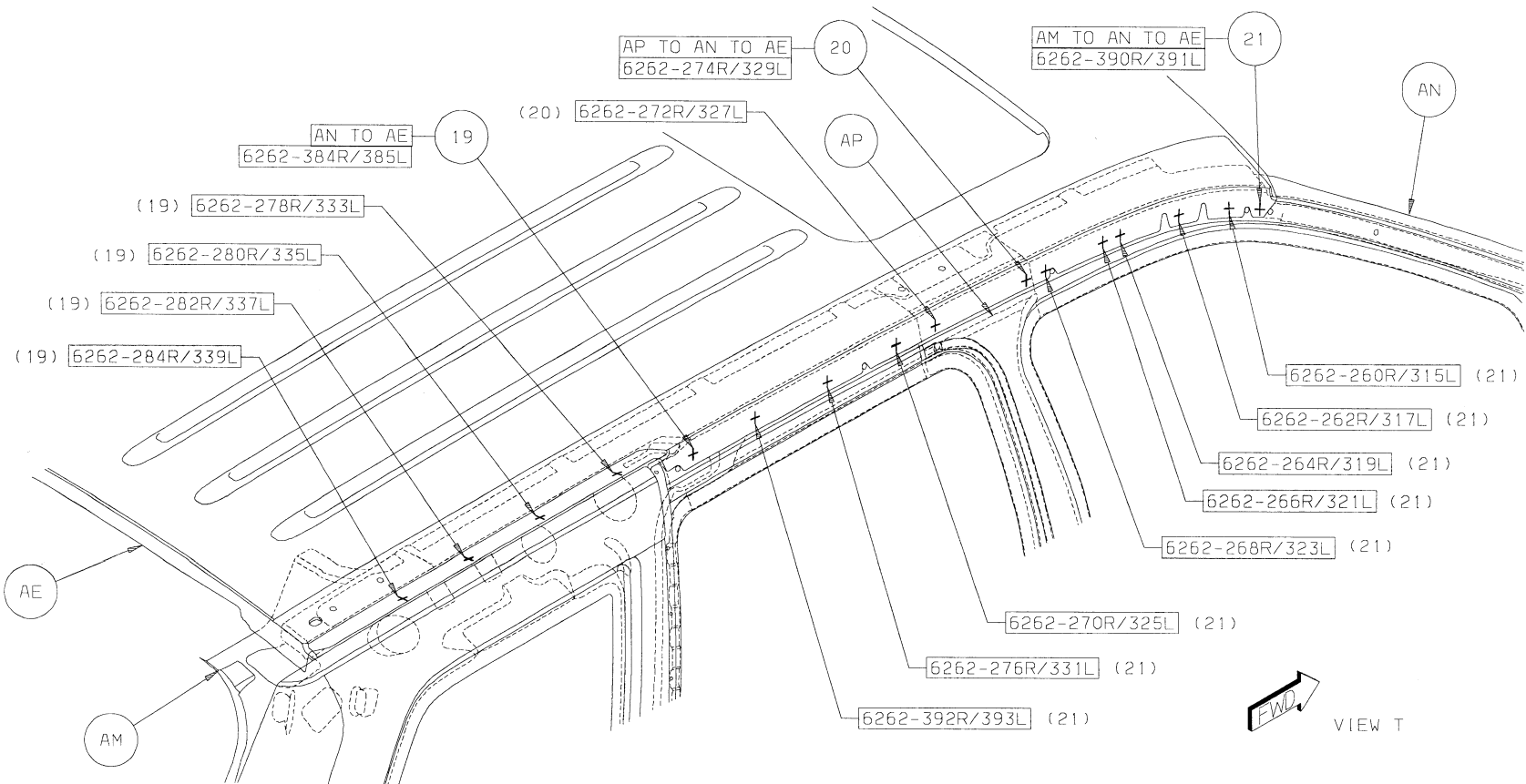
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- 16 AN TO AA 5/SD S/WELD
- 17 AP TO AN TO AA 2/SD S/WELD
- 18 AN TO AM TO AA 9/SD S/WELD



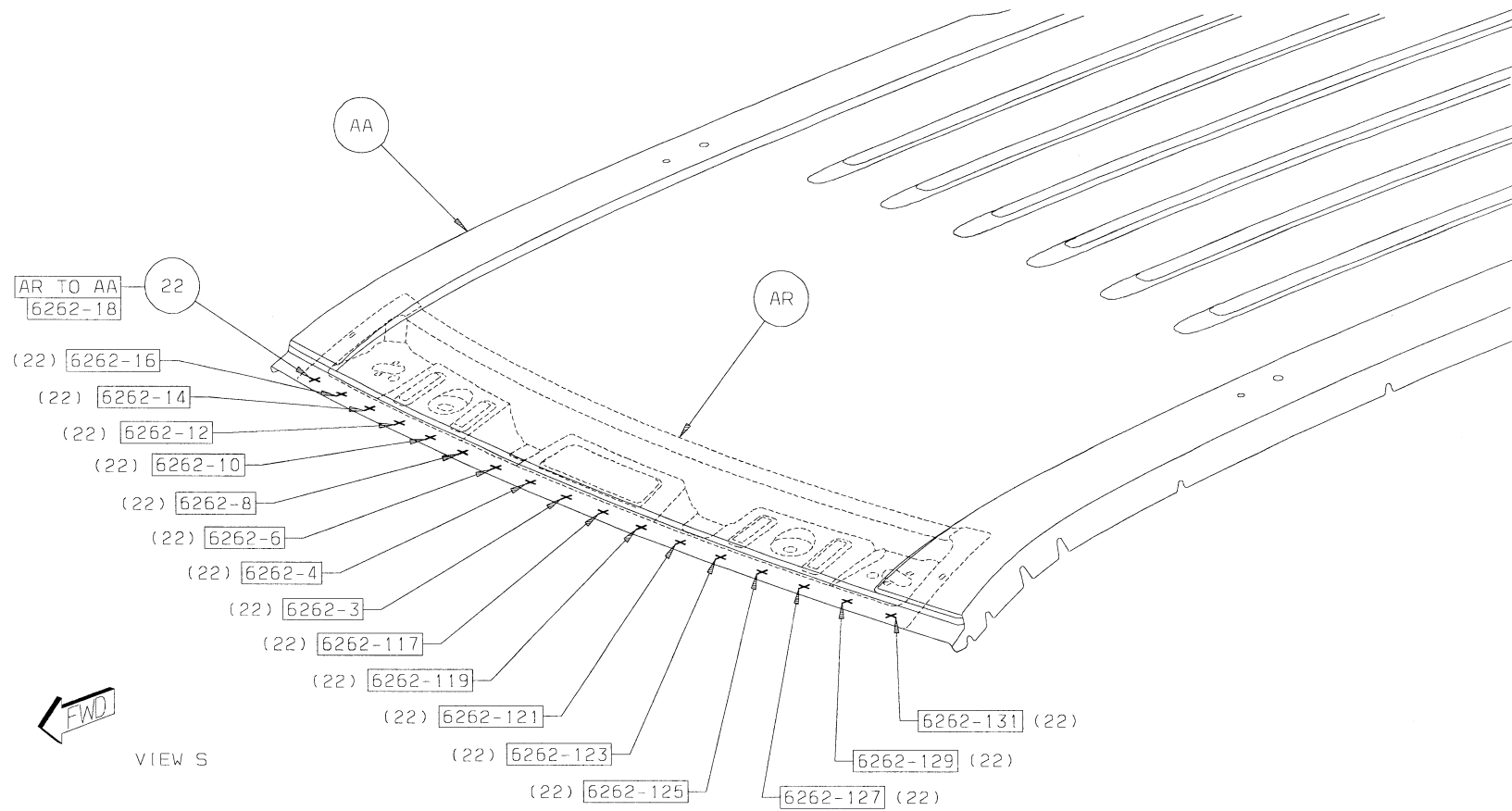
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- 19 AN TO AE 5/SD S/WELD
- 20 AP TO AN TO AE 2/SD S/WELD
- 21 AM TO AN TO AE 9/SD S/WELD



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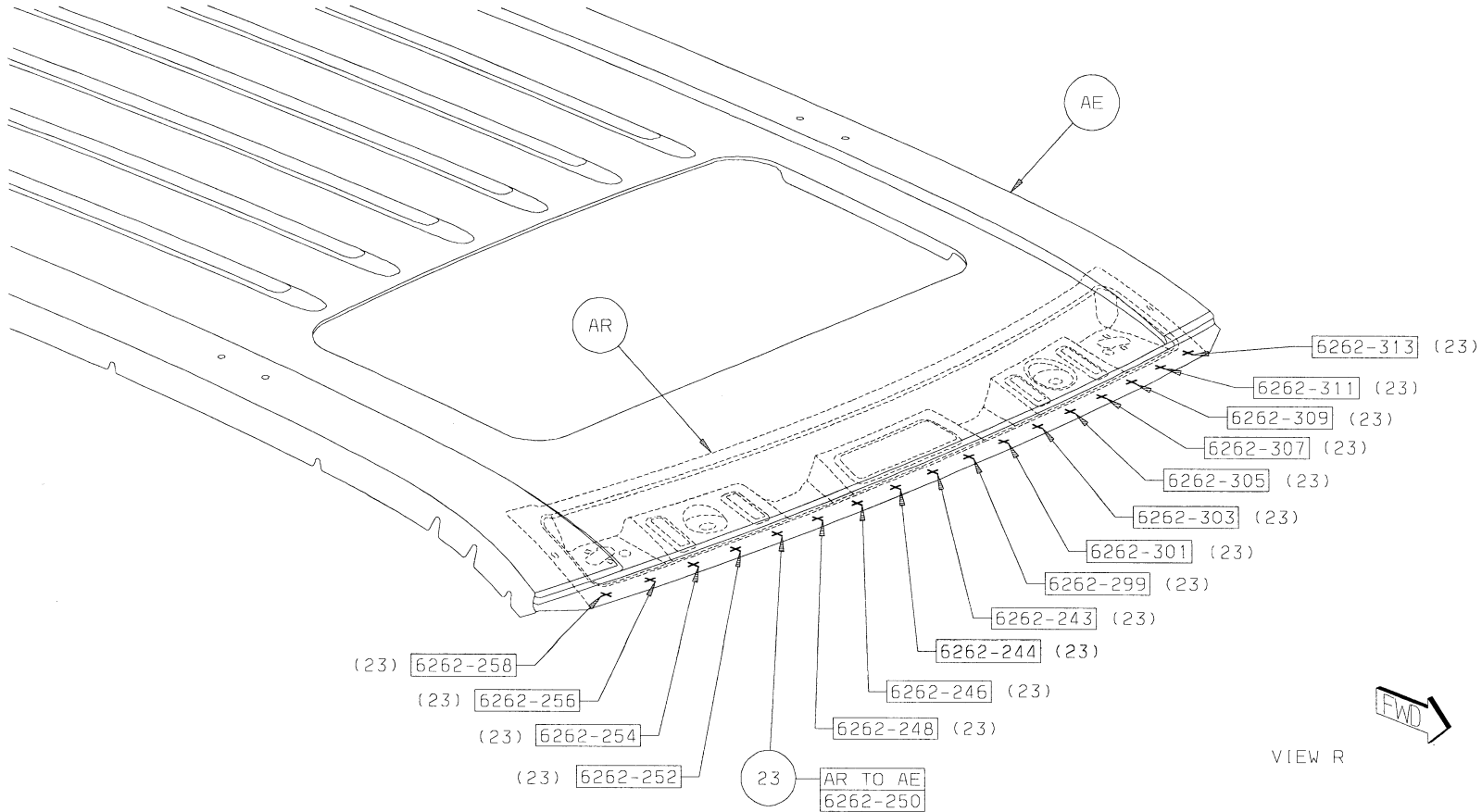
## 22 AR TO AA 17 SWELD



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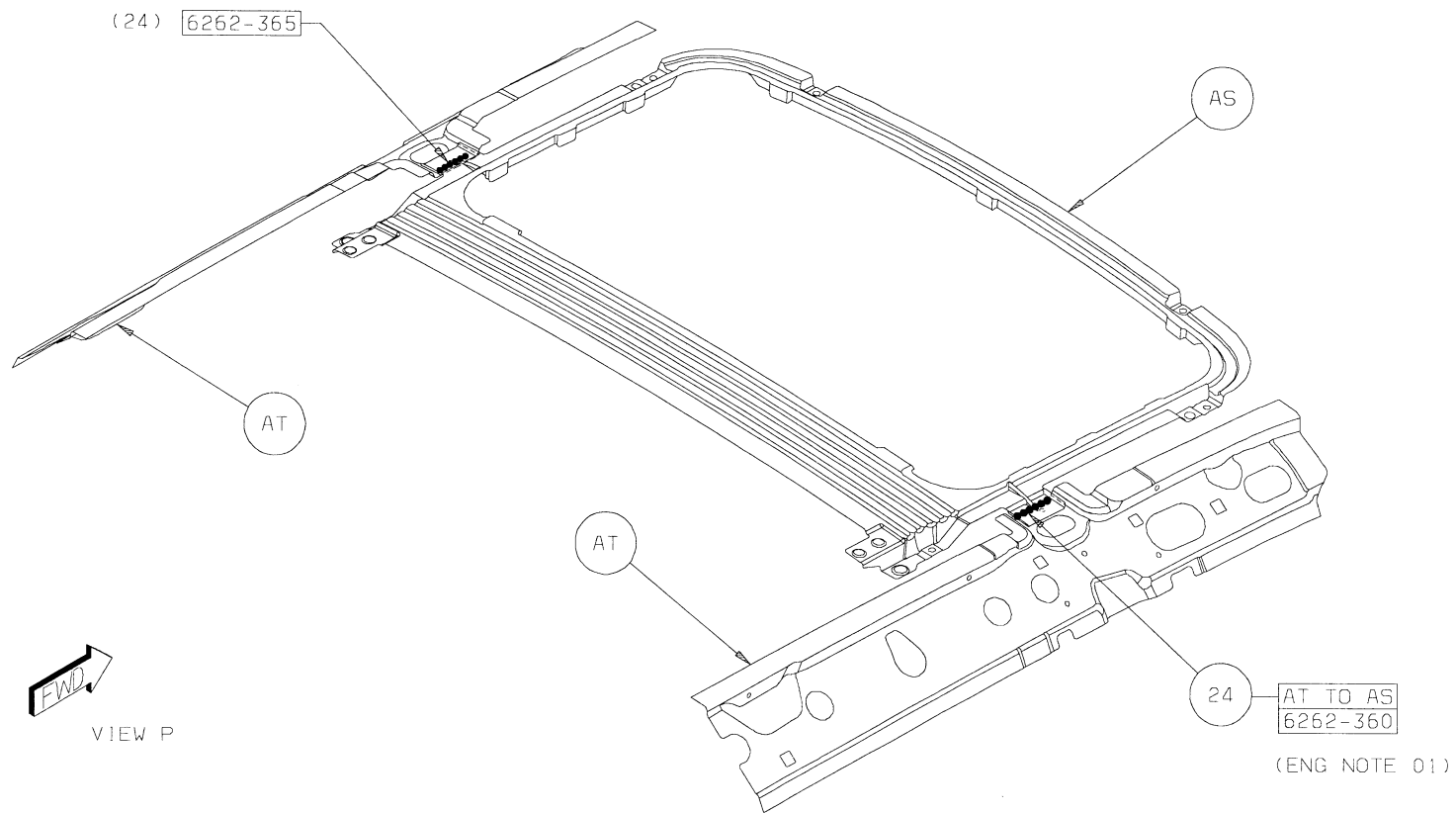


23 AR TO AE 17 S/WELD



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## 24 AT TO AS 2 STRUC ADH



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## Value and Versatility



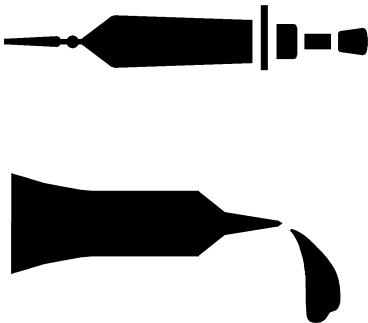
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# Sealer/Sound Deadener/ Structural Adhesive/ Foam Locations Jeep Grand Cherokee



This section shows the different locations for Sealers, Sound Deadeners and Structural Adhesives and has been prepared for use by all body technicians involved in the repair of Jeep Grand Cherokee.

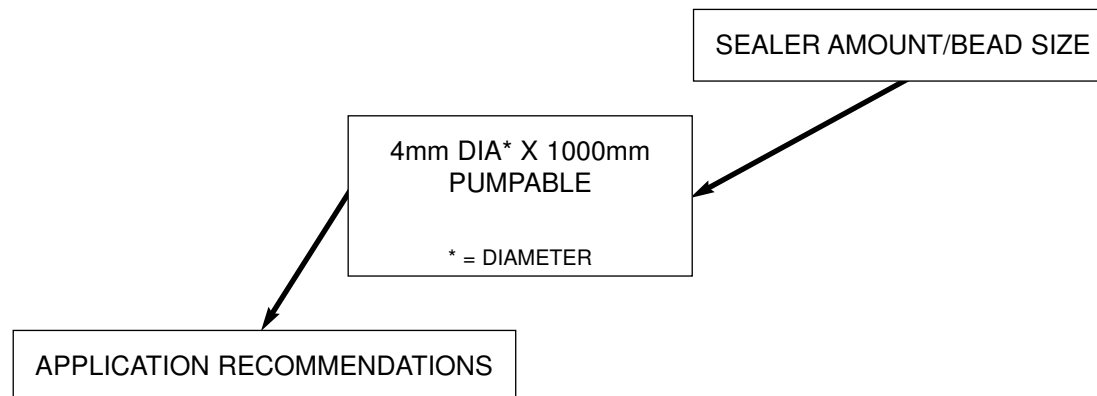
Body/Paint Sealer Locations .....  
Structural Adhesive Locations .....  
NVH/Structural Foam Locations .....  
Sound Deadener Locations .....

DaimlerChrysler Motors Corporation reserves the right to make improvements in design or to change specifications to these vehicles without incurring any obligation upon itself.

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



## SEALER INFORMATION



ALL REPAIRS WHERE PANELS WERE REPLACED HAVE VOIDS THAT MUST BE FILLED WITH SEALANT. SEALANT SHOULD BE APPLIED TO ALL SKIPS, PIN HOLES, IN SEALERS AND WELD BURN THROUGH HOLES ON THE INTERIOR AND EXTERIOR OF TH VEHICLE THAT WOULD PERMIT LEAKAGE OF WATER, AIR OR EXHAUST FUMES. TYPICAL AREAS OF THE EXTERIOR THAT MUST BE SEALED ARE LISTED IN THIS SECTION. AREAS OF THE INTERIOR THAT MUST BE SEALED ARE FLOOR PANS, WHEELHOUSES, DASH PANEL, AND COWL SIDES.

### SEALER LEGEND

-  THUMBGRADE SEALER
-  PUMPABLE SEALER
-  HIDDEN SEALER

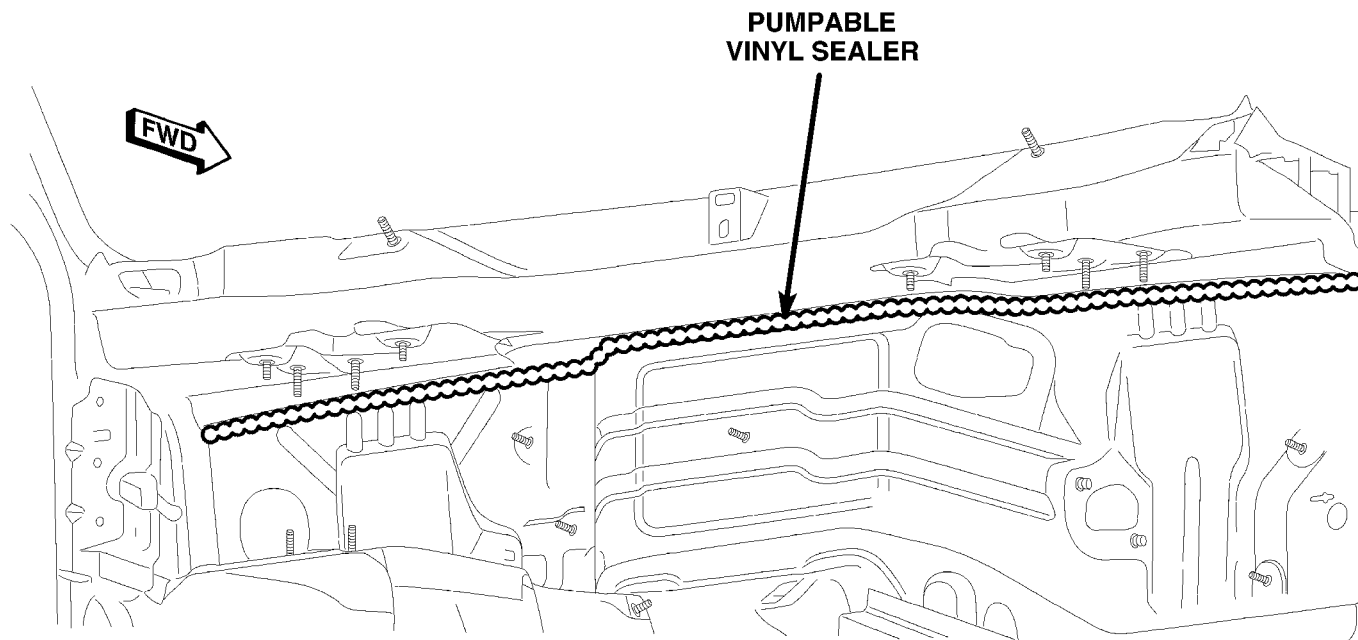
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## BODY SEALER LOCATIONS

| DESCRIPTION                        | FIGURE |
|------------------------------------|--------|
| DASH PANEL/LOWER PLENUM            | 1      |
| DASH PANEL/FRONT FLOOR PAN         | 2      |
| COWL SIDE/LOWER PLENUM (UNDERSIDE) | 3      |
| COWL TOP/A-PILLAR REINFORCEMENT    | 4      |
| COWL SIDE/DASH PANEL/SILL          | 5      |
| ROOF/BODY SIDE WINDSHIELD HEADER   | 6      |
| FRONT FLOOR PAN/REAR FLOOR PAN     | 7      |
| REAR FLOOR PAN/REAR WHEELHOUSE     | 8      |
| D-PILLAR GUSSET                    | 9      |
| FLOOR PAN/SILL/PARKING BRAKE       | 10     |
| REAR WHEELHOUSE—RIGHT SIDE         | 11     |
| REAR WHEELHOUSE—LEFT SIDE          | 12     |
| REAR ROOF/BODY SIDE APERTURE       | 13     |
| D-PILLAR/REAR HEADER               | 14     |
| TAIL LAMP CAN/BODY SIDE EXTENSION  | 15     |
| STEERING COLUMN BRACKET            | 16     |
| FLOOR PAN SEALER PLUGS             | 17     |
| D-PILLAR GUSSET SEALER PATCHES     | 18     |
| COWL TOP SEALER PATCHES            | 19     |
| REAR CROSSMEMBER SEALER PATCHES    | 20     |
| TAIL LAMP CAN SEALER PATCHES       | 21     |

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## BODY SEALER LOCATIONS

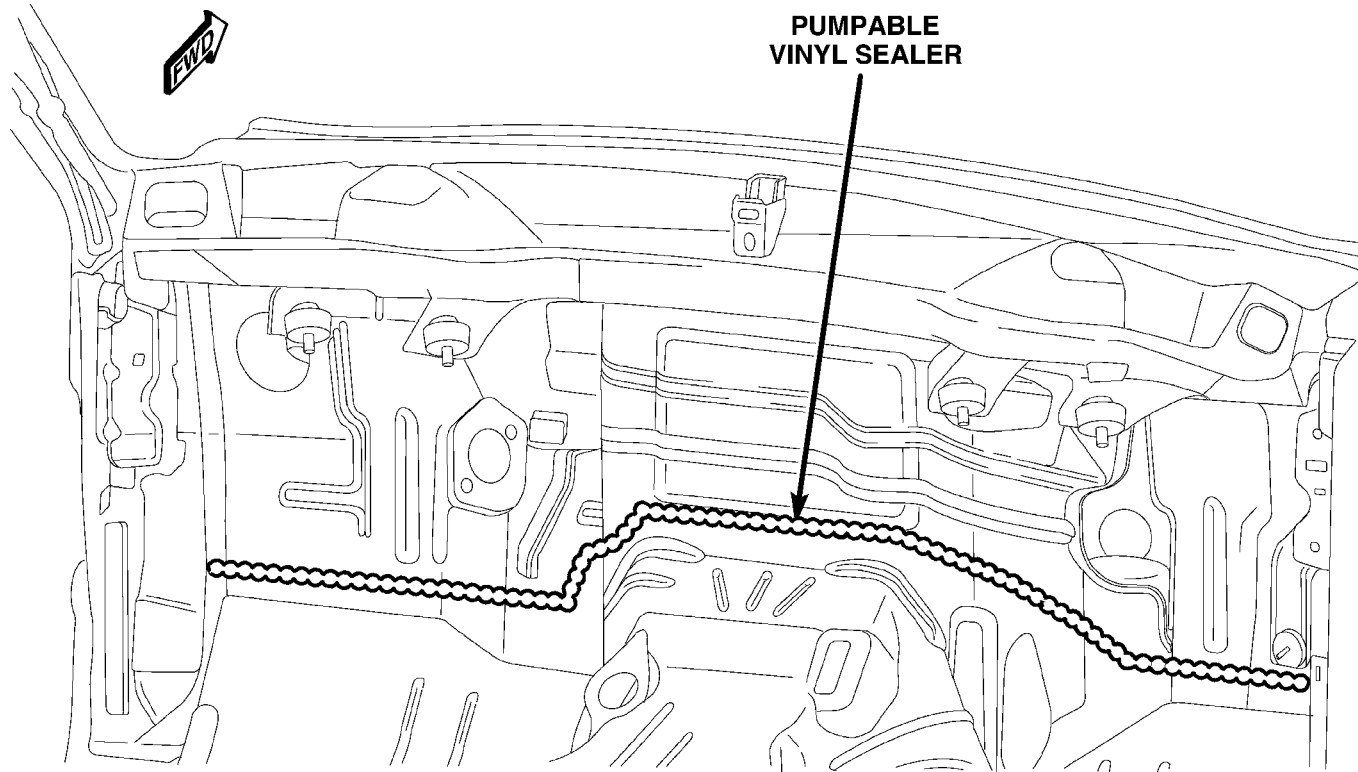


814b2857

Figure 1. DASH PANEL/LOWER PLENUM

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## BODY SEALER LOCATIONS



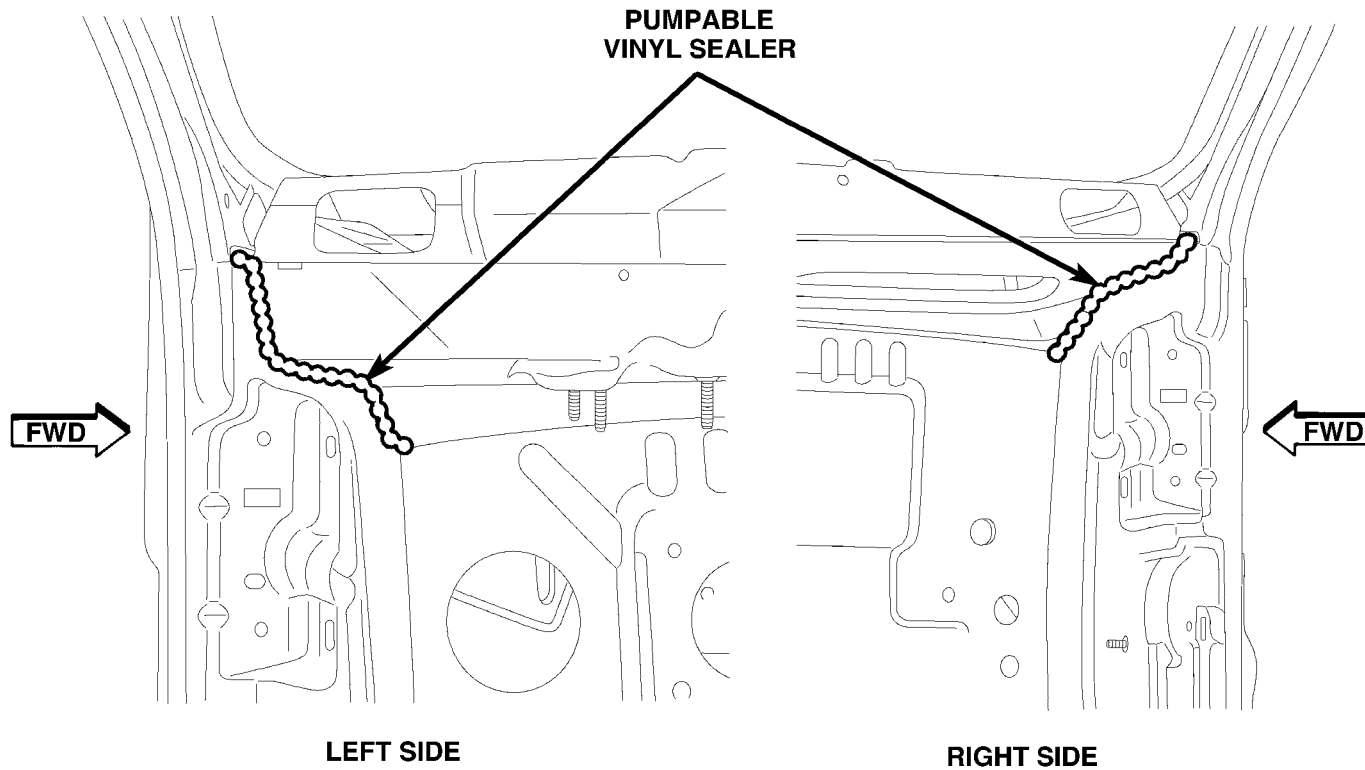
814b2a61

Figure 2. DASH PANEL/FRONT FLOOR PAN

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## BODY SEALER LOCATIONS



814b2c70

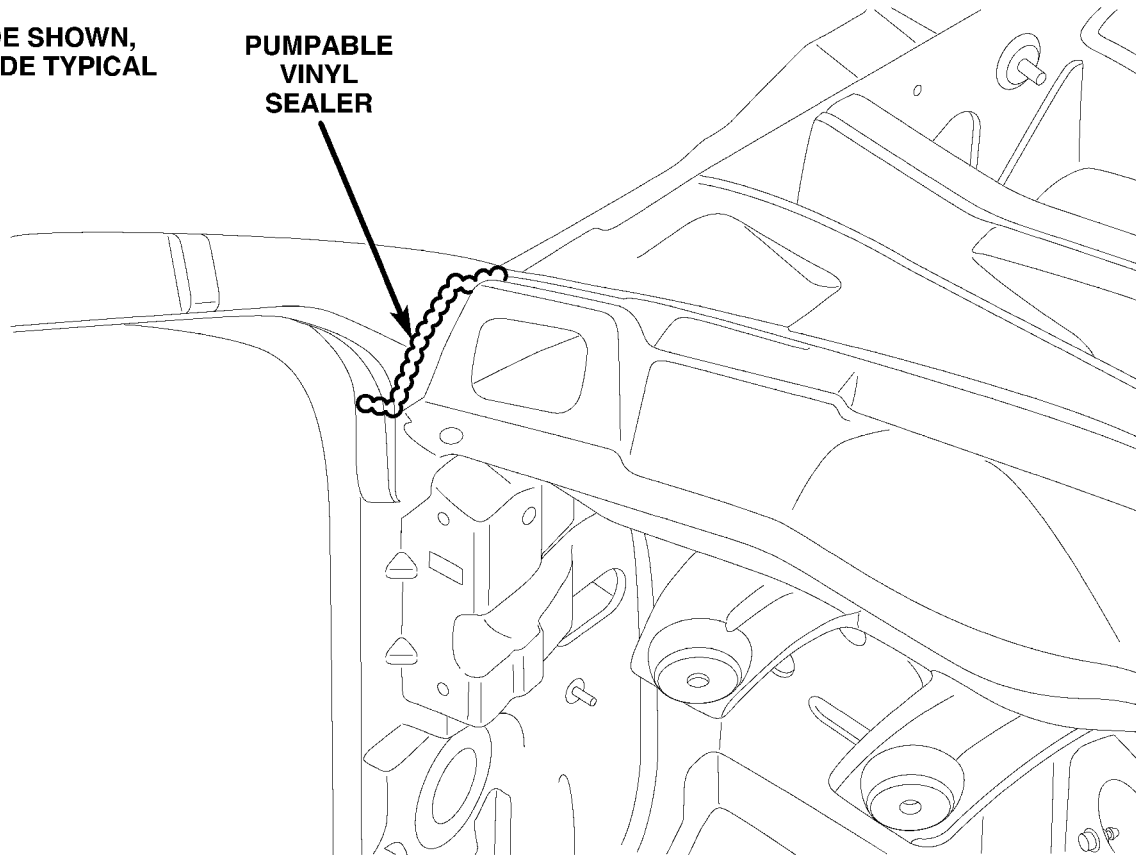
Figure 3. COWL SIDE/LOWER PLENUM (UNDERSIDE)

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## BODY SEALER LOCATIONS

LEFT SIDE SHOWN,  
RIGHT SIDE TYPICAL

PUMPABLE  
VINYL  
SEALER

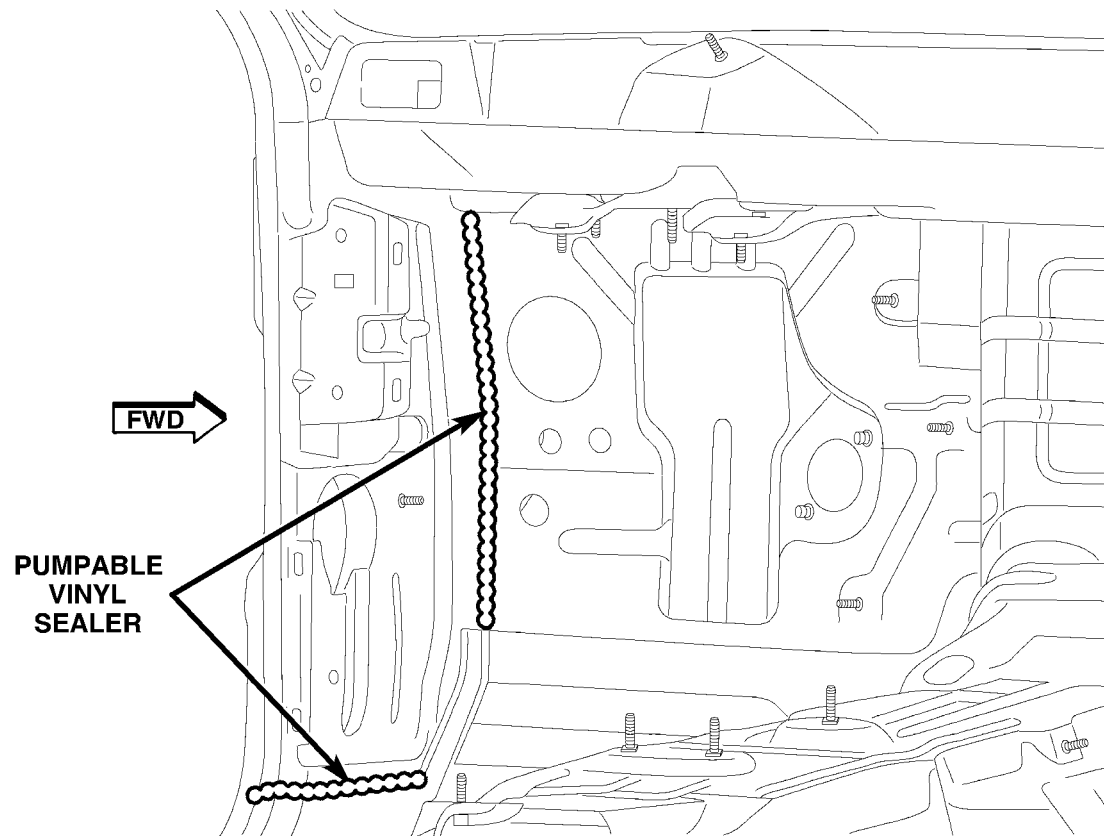


815c05a9

Figure 4. COWL TOP/A-PILLAR REINFORCEMENT

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## BODY SEALER LOCATIONS



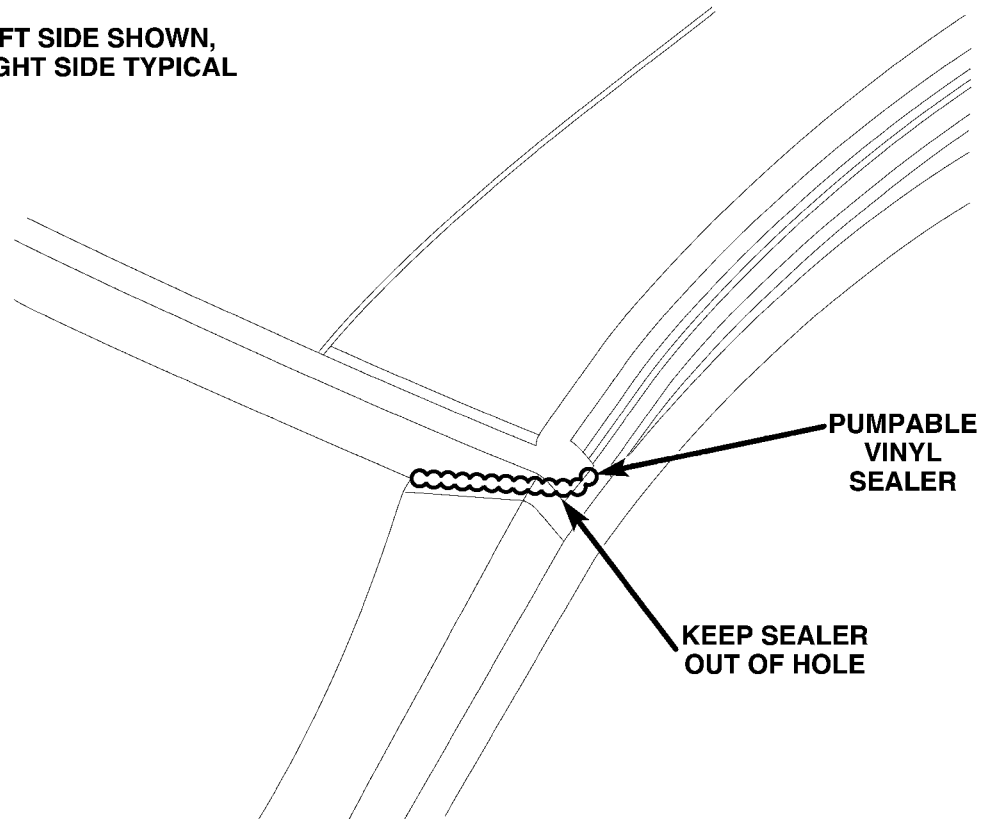
814b2c99

Figure 5. COWL SIDE/DASH PANEL/SILL

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## BODY SEALER LOCATIONS

LEFT SIDE SHOWN,  
RIGHT SIDE TYPICAL

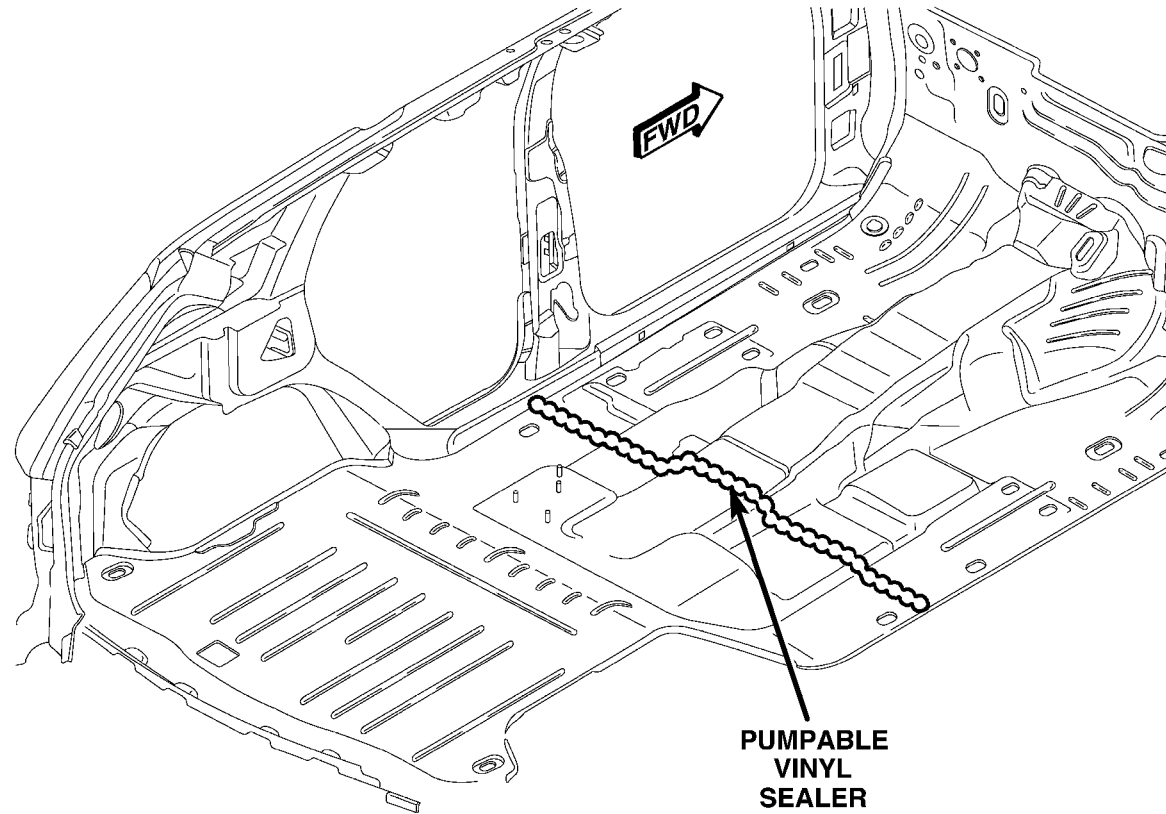


815c05ad

Figure 6. ROOF/BODY SIDE WINDSHIELD HEADER

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## BODY SEALER LOCATIONS



814b2ec0

Figure 7. FRONT FLOOR PAN/REAR FLOOR PAN

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## BODY SEALER LOCATIONS

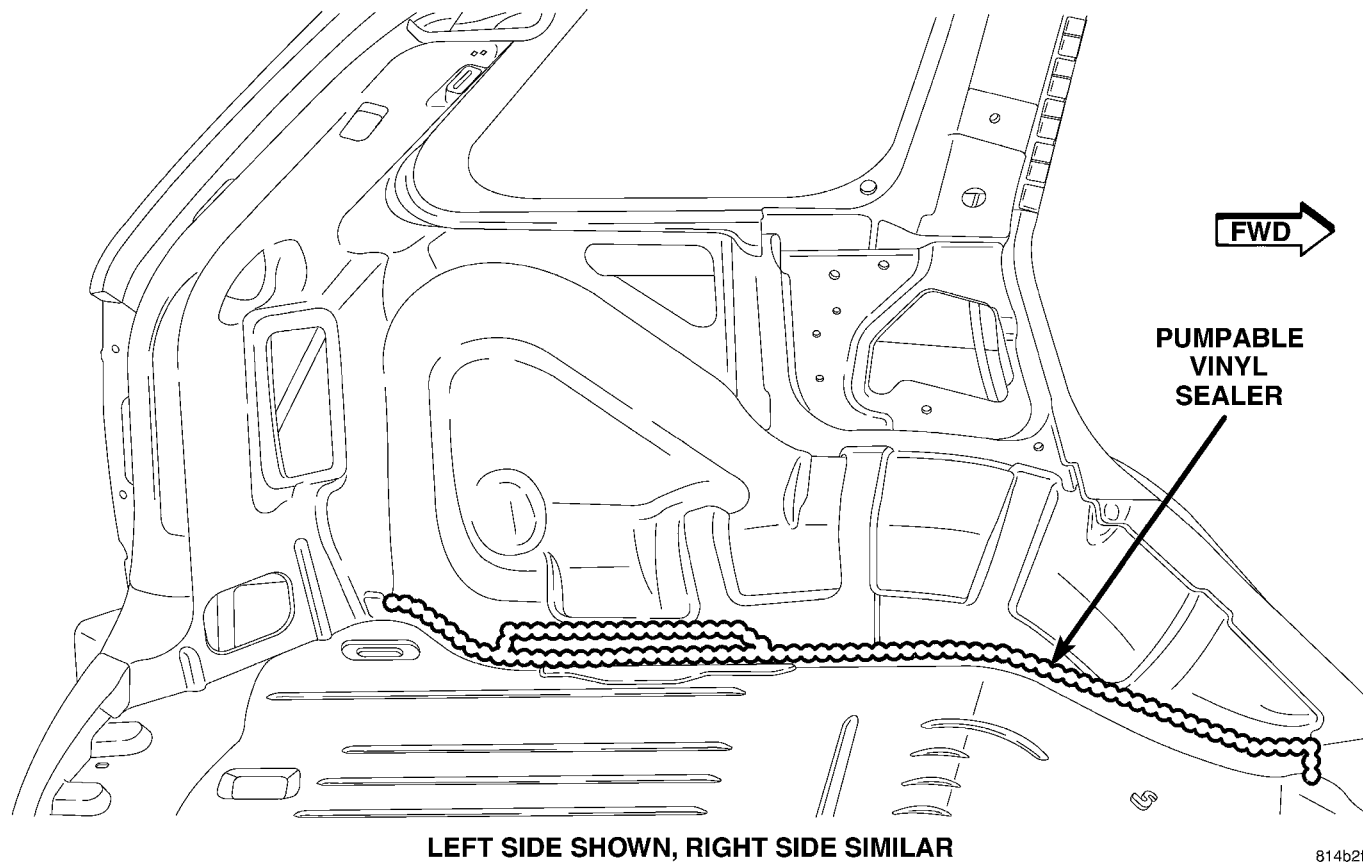
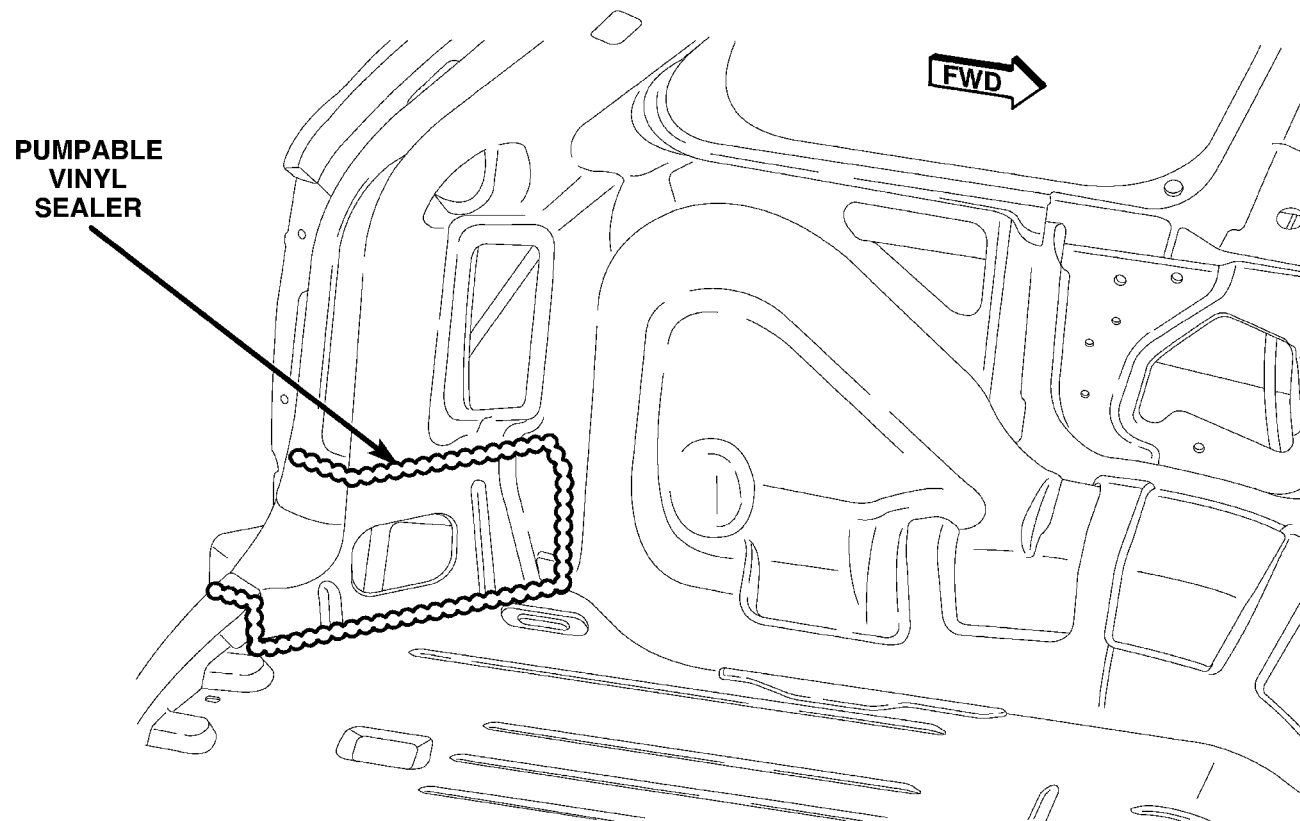


Figure 8. REAR FLOOR PAN/REAR WHEEL HOUSE

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## BODY SEALER LOCATIONS



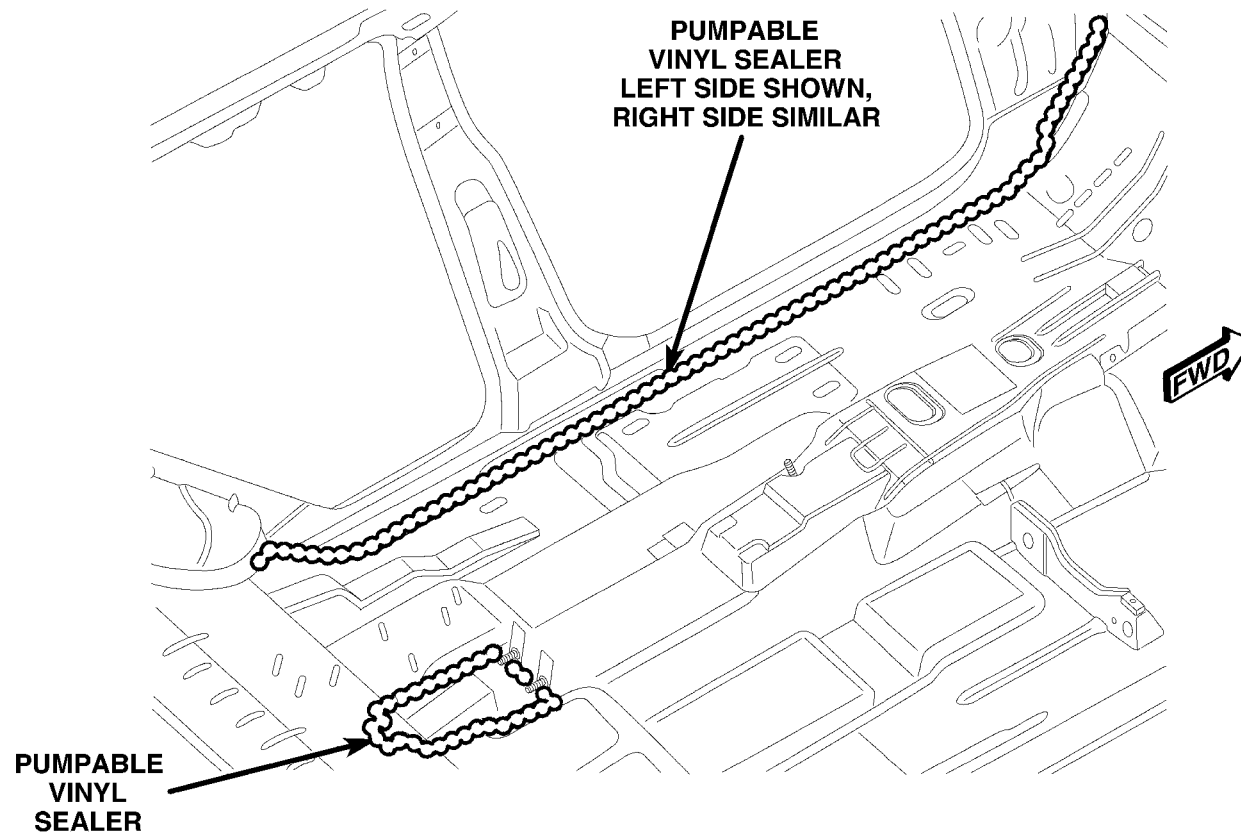
LEFT SIDE SHOWN, RIGHT SIDE SIMILAR

814b2fa6

Figure 9. D-PILLAR GUSSET

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## BODY SEALER LOCATIONS



814b2fd7

Figure 10. FLOOR PAN/SILL/PARKING BRAKE

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## BODY SEALER LOCATIONS

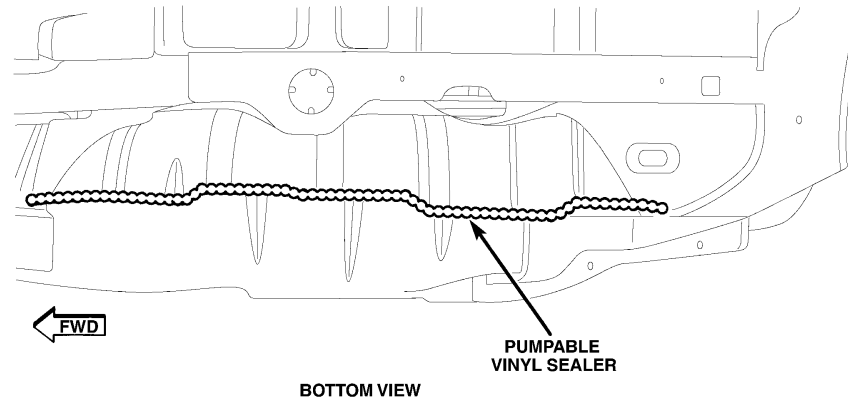
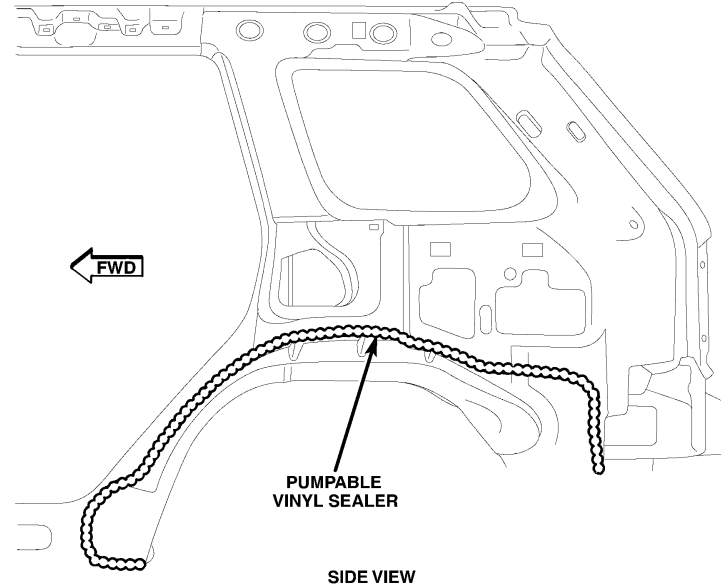
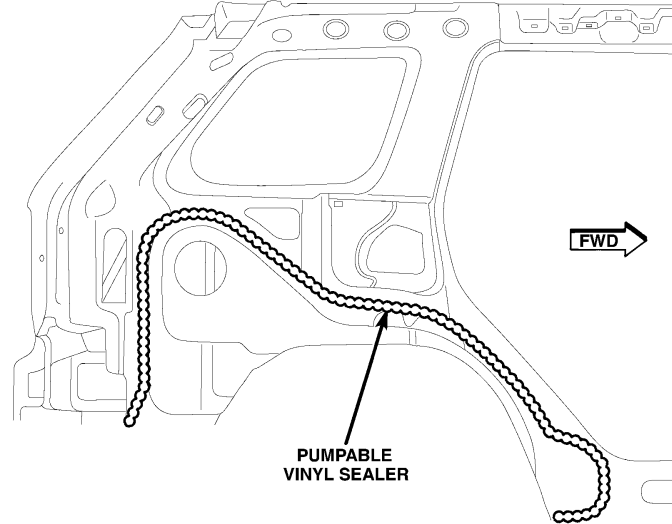


Figure 11. REAR WHEELHOUSE–RIGHT SIDE

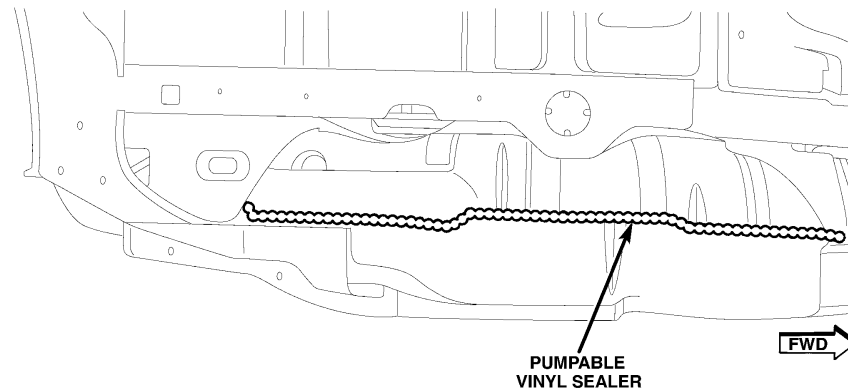
814b2fdc

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## BODY SEALER LOCATIONS



SIDE VIEW



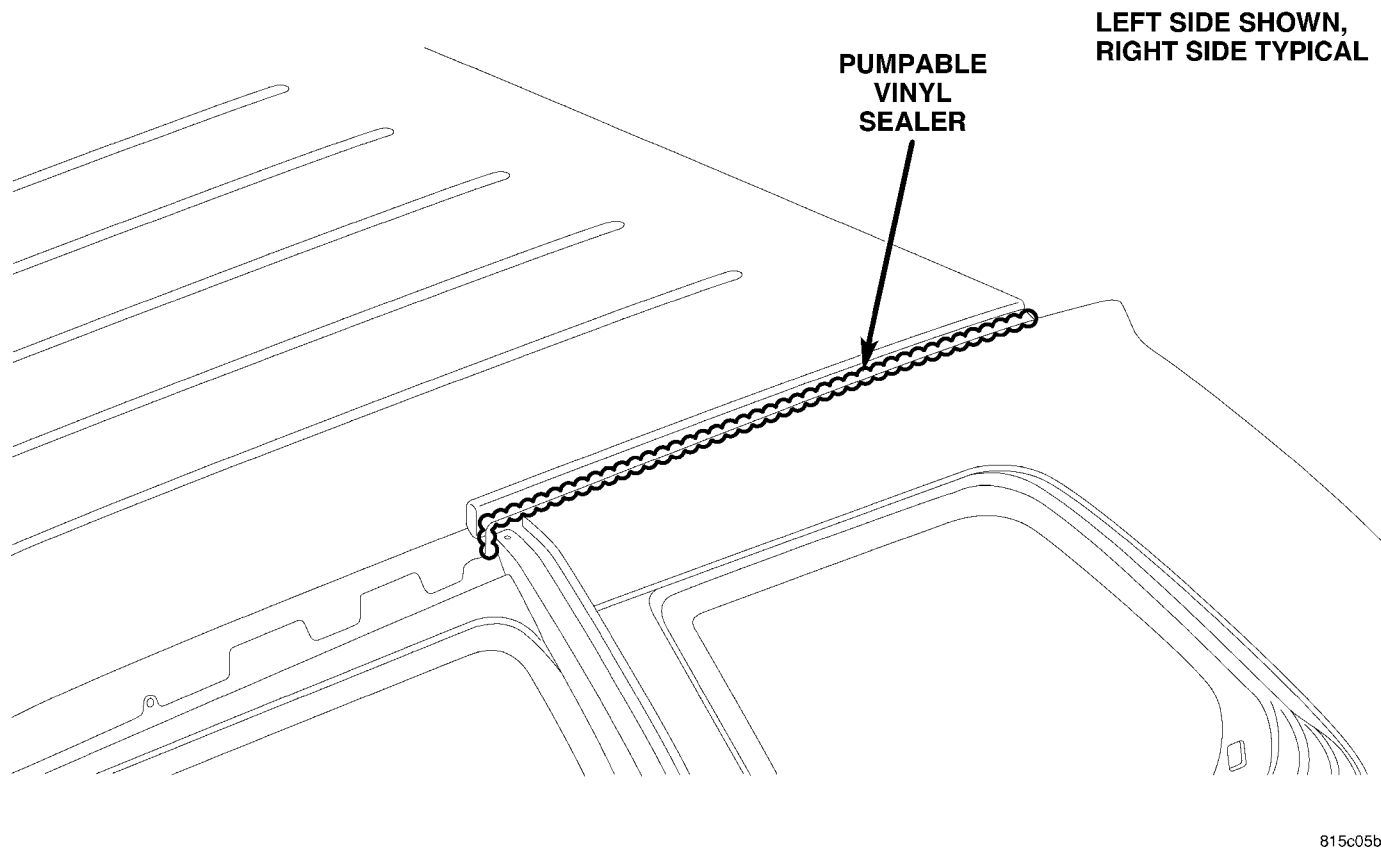
BOTTOM VIEW

Figure 12. REAR WHEELHOUSE-LEFT SIDE

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## BODY SEALER LOCATIONS



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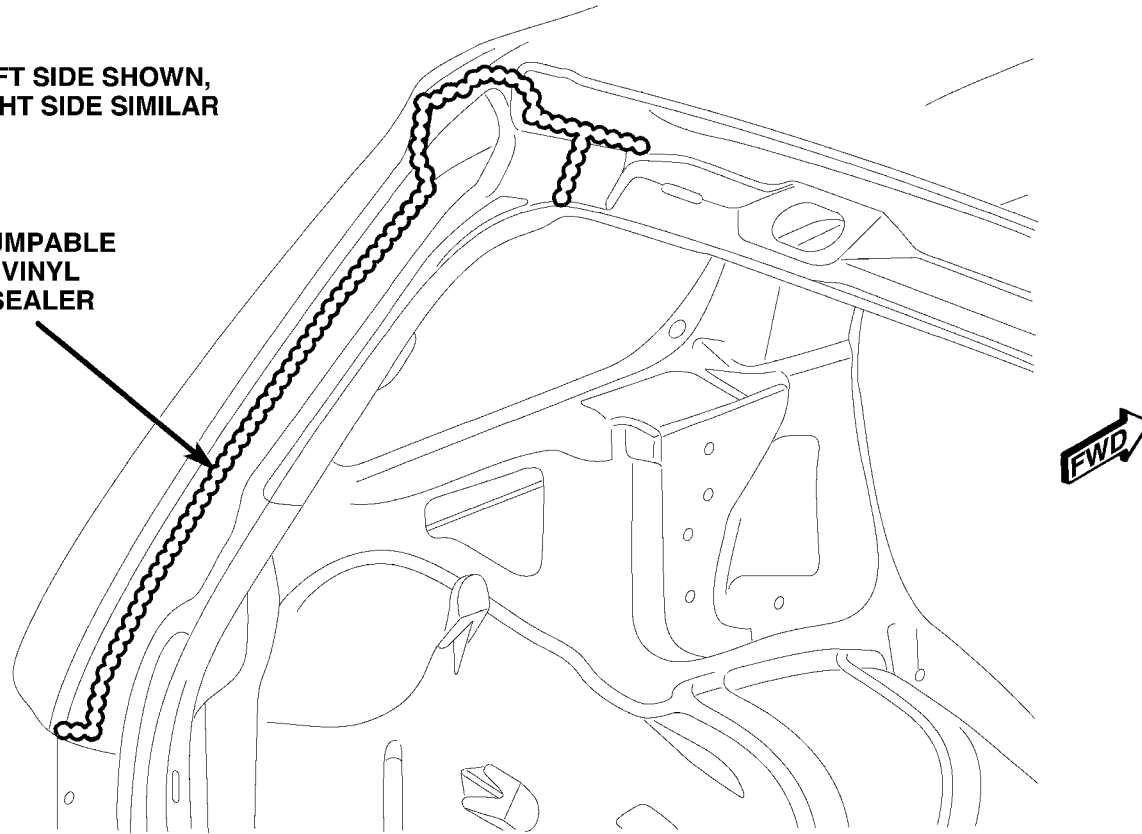
Figure 13. REAR ROOF/BODY SIDE APERTURE

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## BODY SEALER LOCATIONS

LEFT SIDE SHOWN,  
RIGHT SIDE SIMILAR

PUMPABLE  
VINYL  
SEALER



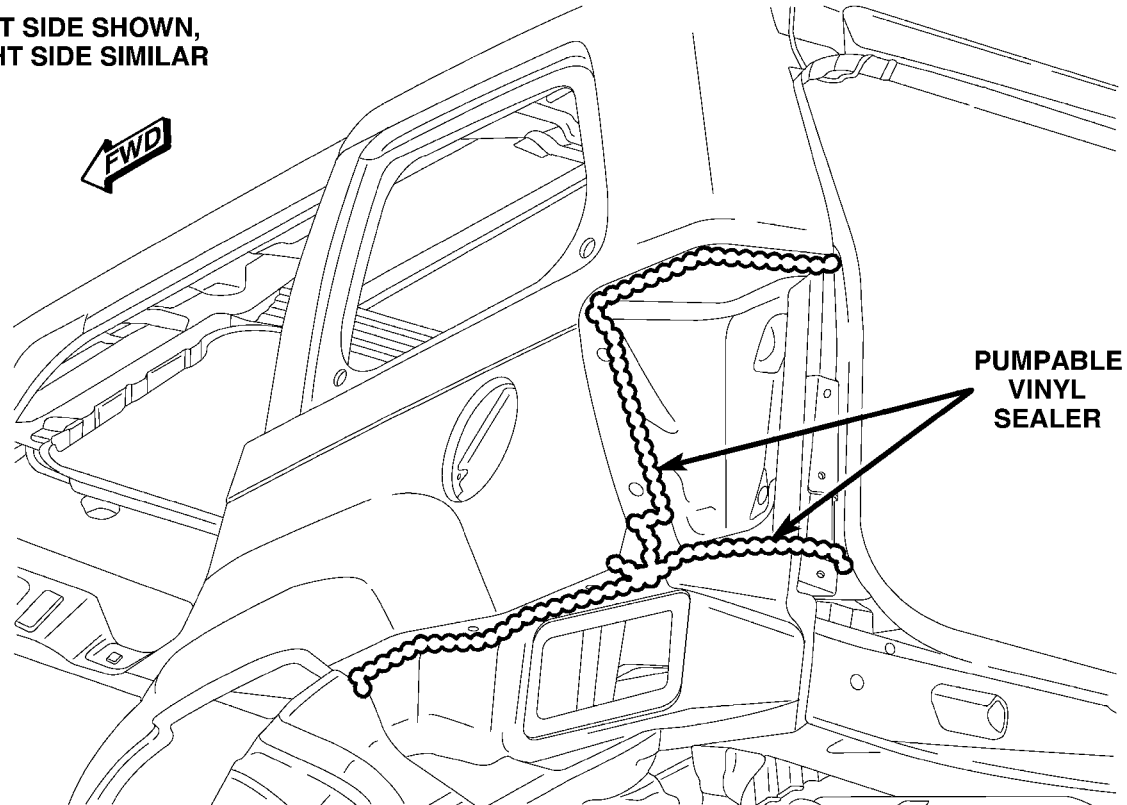
814b2ff5

Figure 14. D-PILLAR/REAR HEADER

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## BODY SEALER LOCATIONS

LEFT SIDE SHOWN,  
RIGHT SIDE SIMILAR

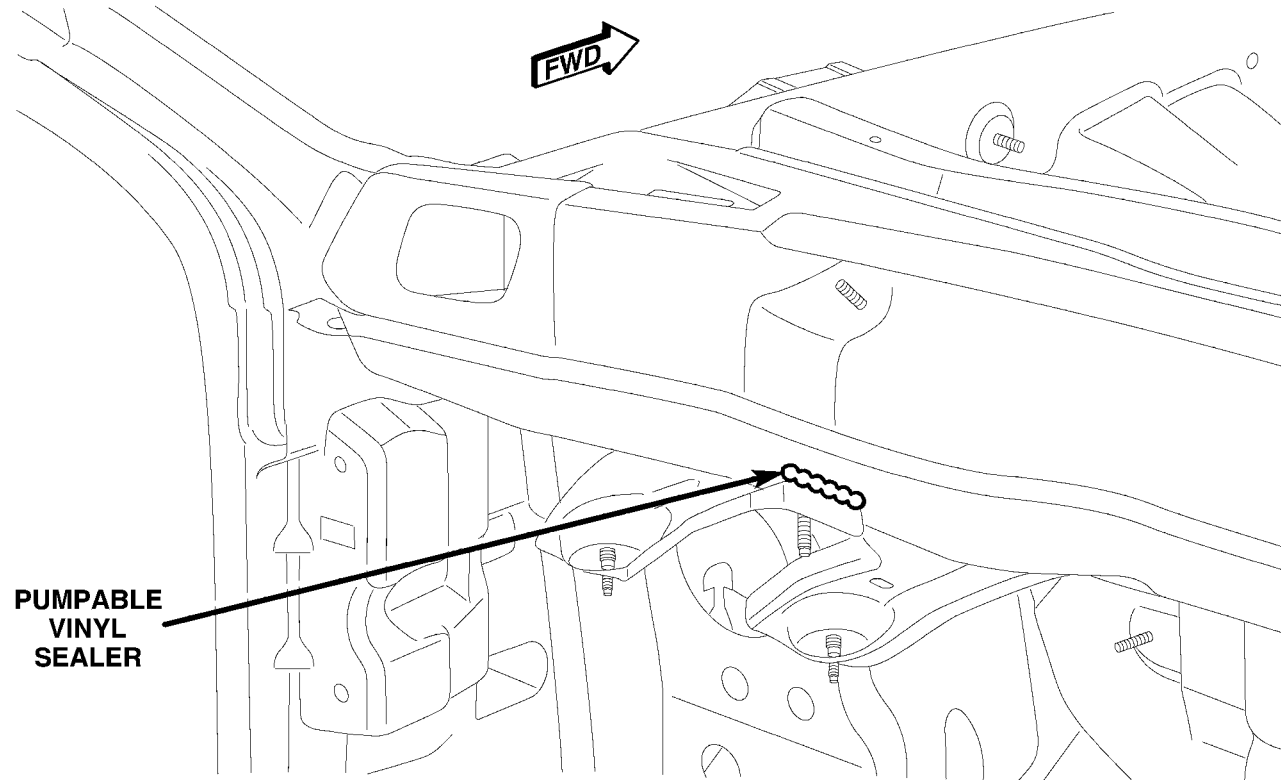


814b2fe

Figure 15. TAIL LAMP CAN/BODY SIDE EXTENSION

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## BODY SEALER LOCATIONS

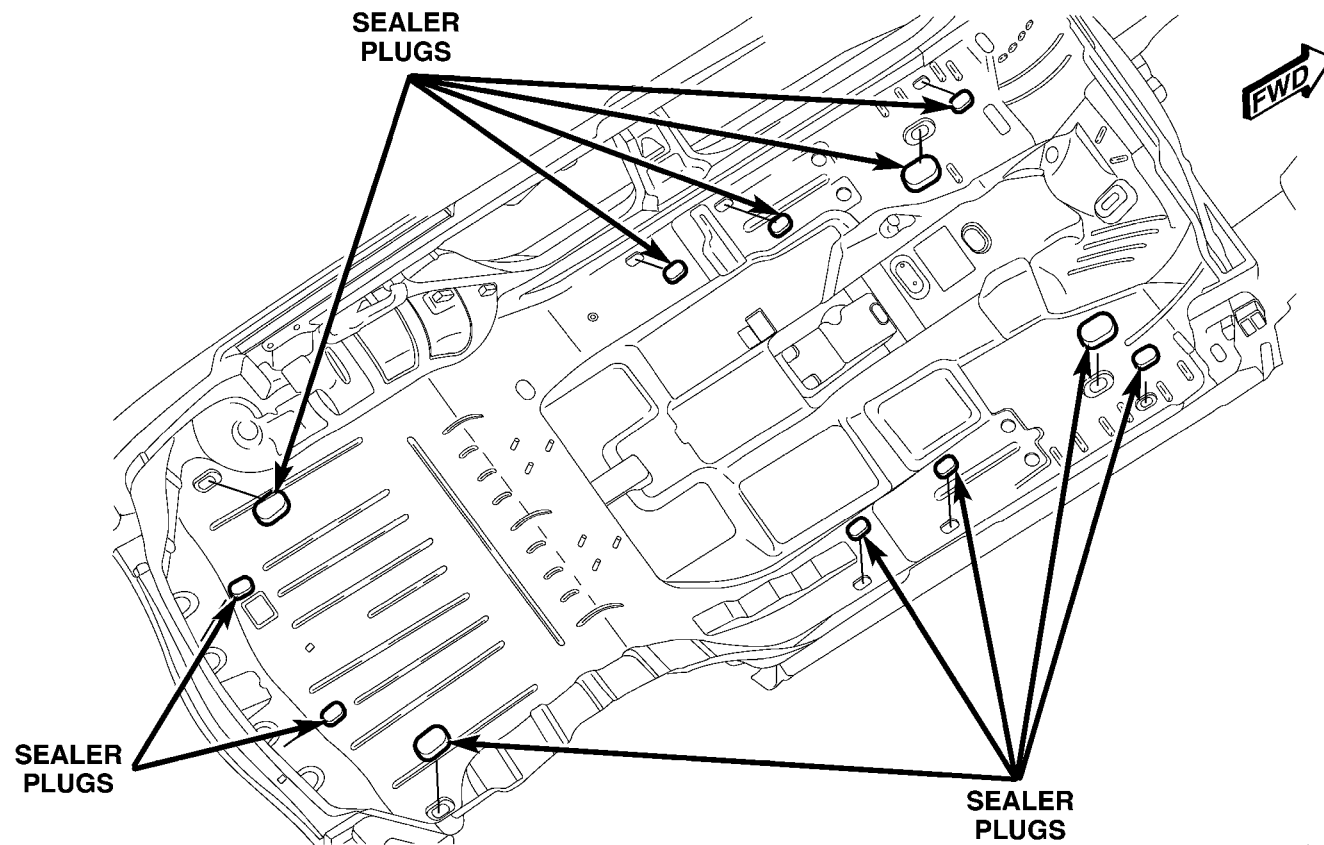


814b3035

Figure 16. STEERING COLUMN BRACKET

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## BODY SEALER LOCATIONS

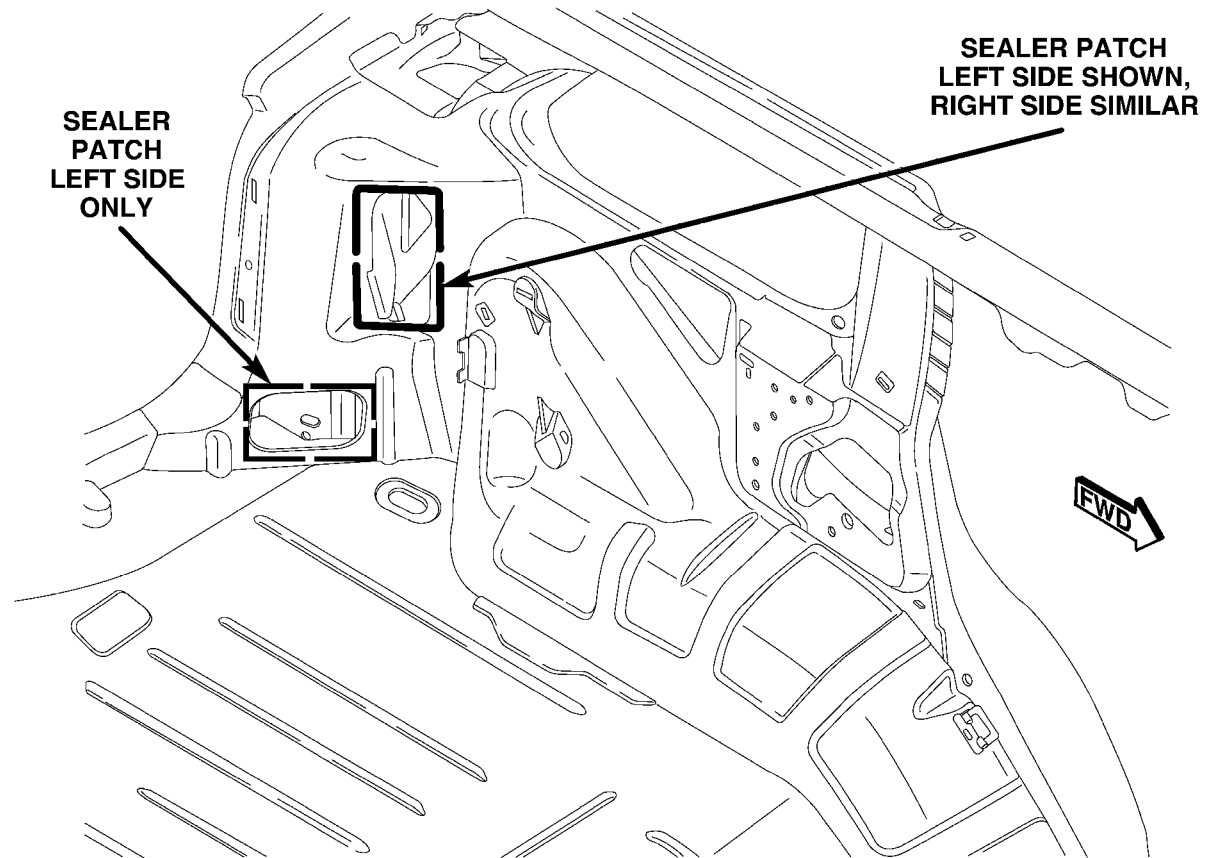


814b316f

Figure 17. FLOOR PAN SEALER PLUGS

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## BODY SEALER LOCATIONS



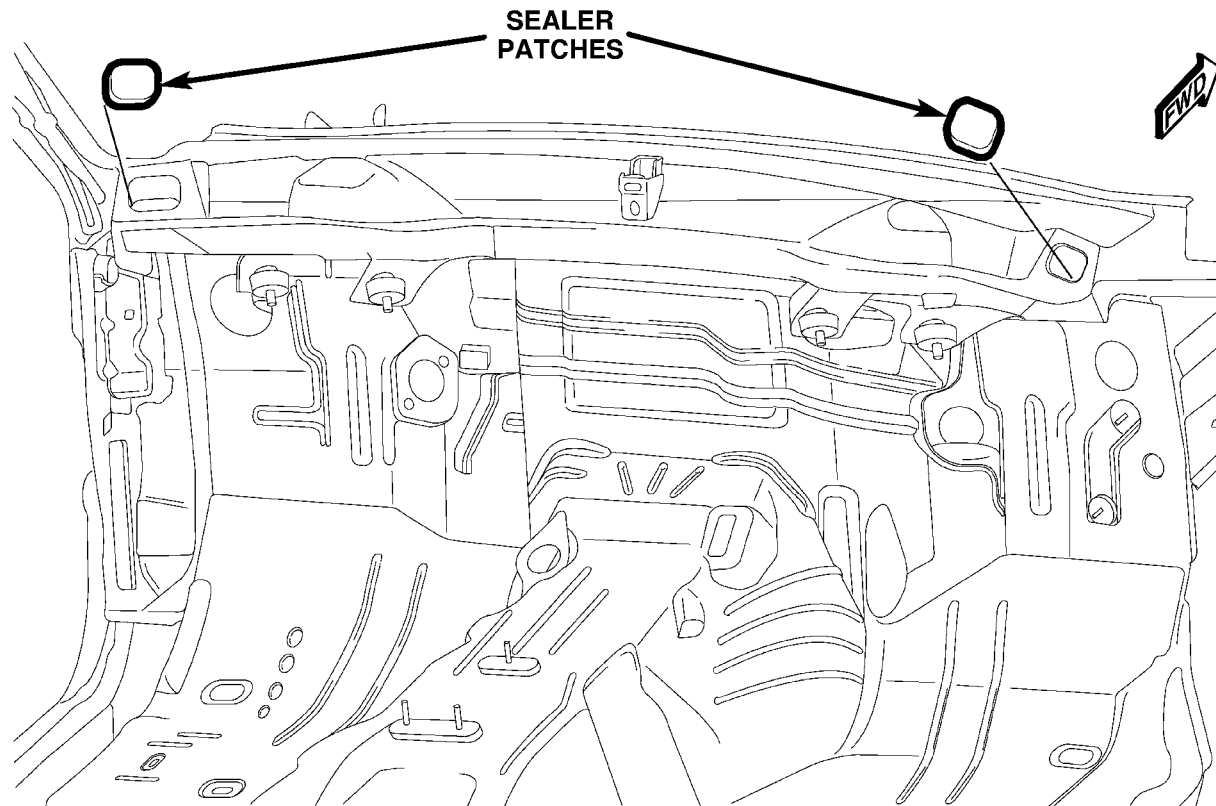
814b3177

Figure 18. D-PILLAR GUSSET SEALER PATCHES

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## BODY SEALER LOCATIONS



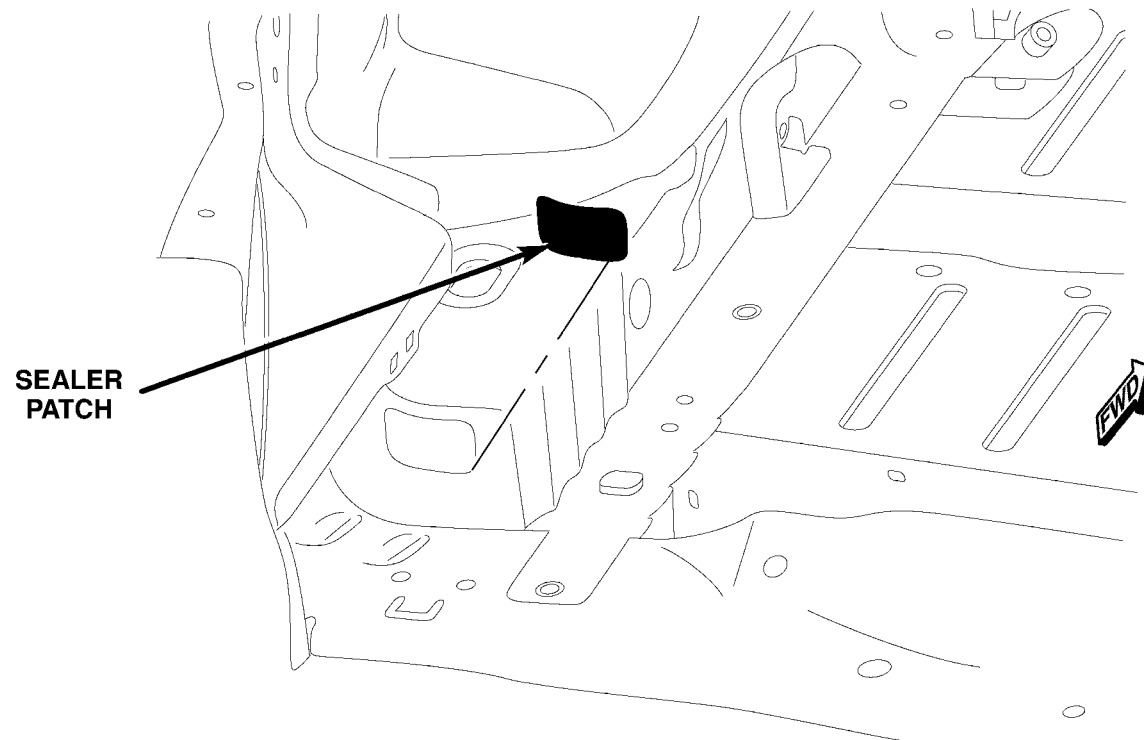
814b31a0

Figure 19. COWL TOP SEALER PATCHES

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## BODY SEALER LOCATIONS

RIGHT SIDE SHOWN,  
LEFT SIDE SIMILAR

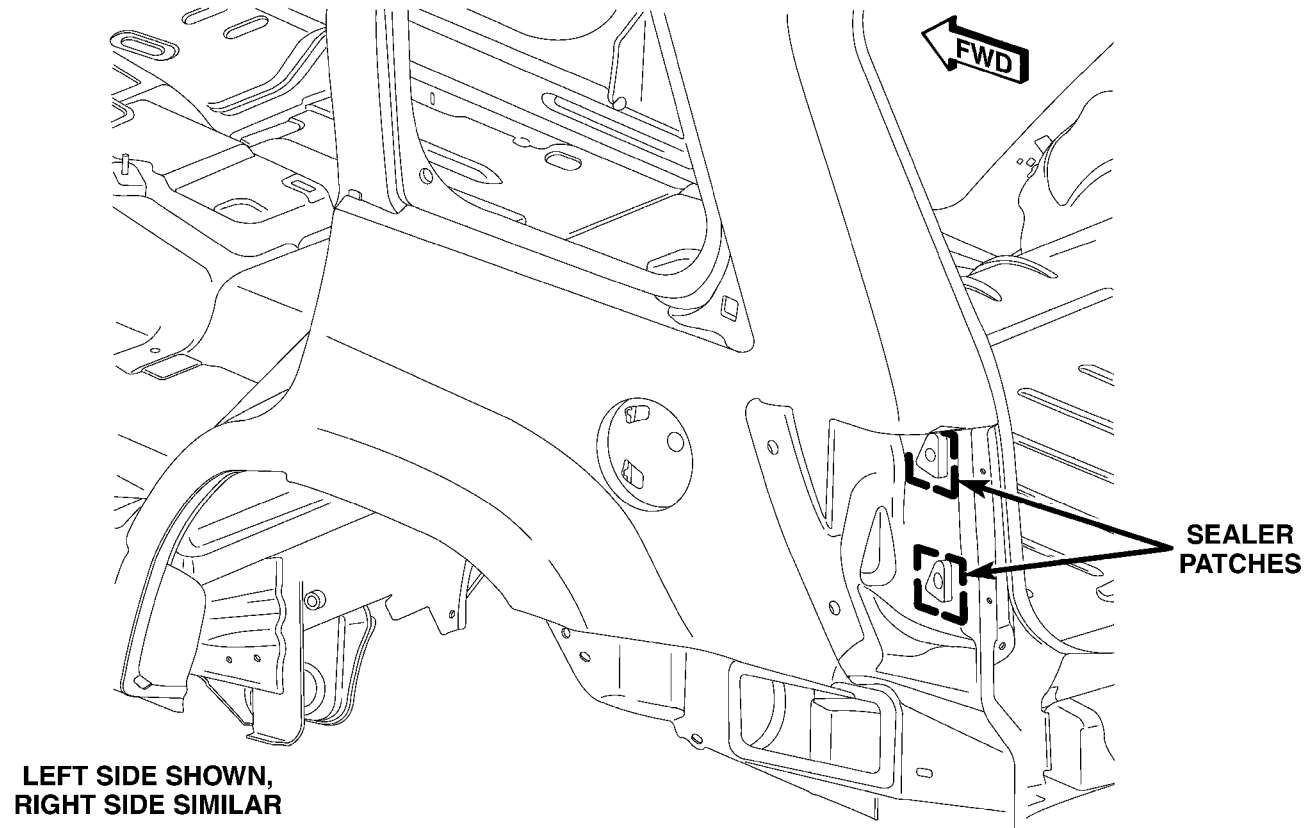


814b31bb

Figure 20. REAR CROSSMEMBER SEALER PATCHES

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## BODY SEALER LOCATIONS



814b31e3

Figure 21. TAIL LAMP CAN SEALER PATCHES

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# **GRAND CHEROKEE STRUCTURAL ADHESIVE LOCATIONS**

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## STRUCTURAL ADHESIVE LOCATION INDEX

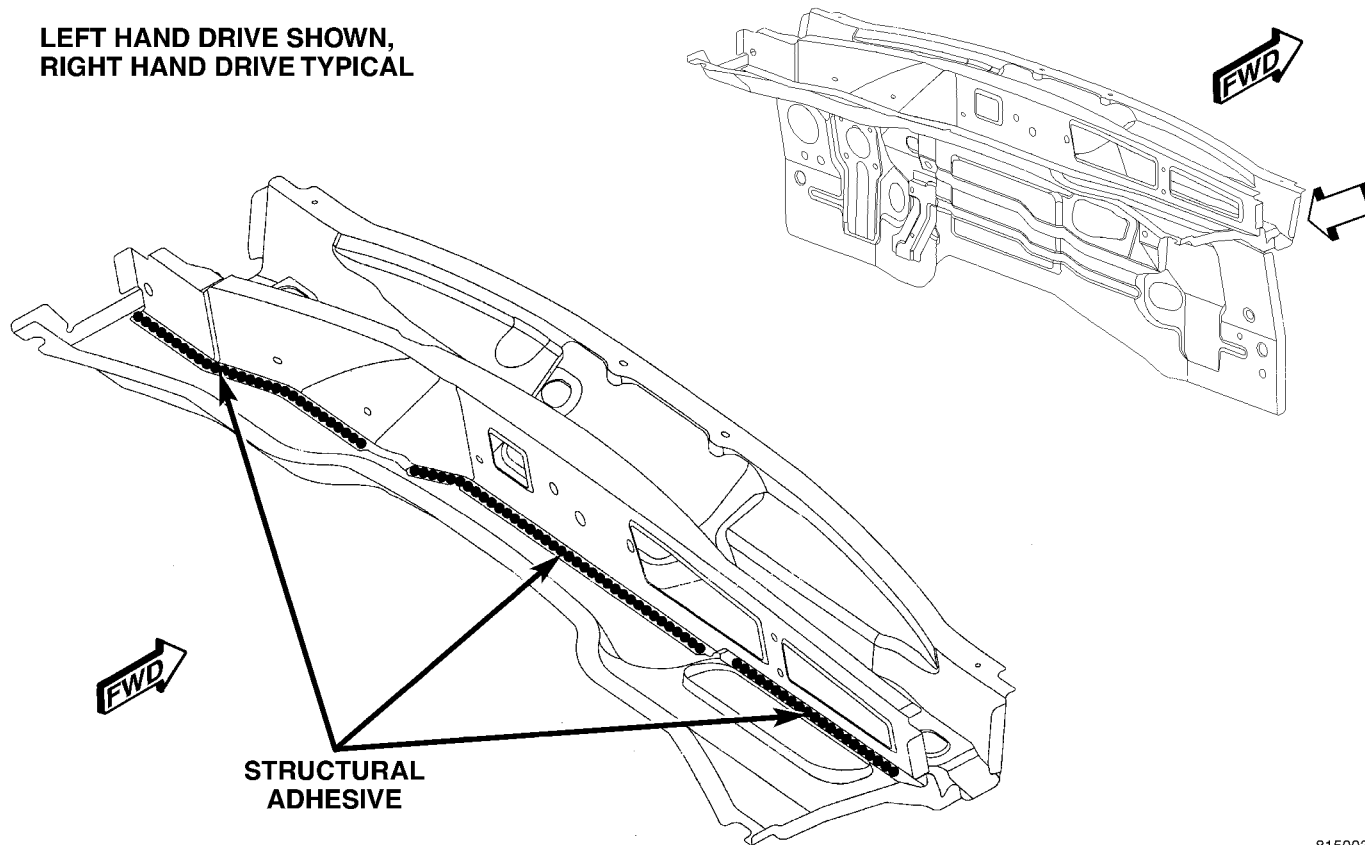
NOTE: Structural Adhesives used are a high strength epoxy and a high expansion lower strength antflutter material. High strength epoxy is used on all areas.

| DESCRIPTION                    | FIGURE |
|--------------------------------|--------|
| DASH/PLENUM                    | 1      |
| REAR FLOOR                     | 2      |
| REAR FLOOR/LADDER (1 OF 3)     | 3      |
| REAR FLOOR/LADDER (2 OF 3)     | 4      |
| REAR FLOOR/LADDER (3 OF 3)     | 5      |
| UNDERBODY COMPLETE (1 OF 2)    | 6      |
| UNDERBODY COMPLETE (2 of 2)    | 7      |
| OUTER BODY SIDE APERTURE       | 8      |
| BODY SIDE APERTURE COMPLETE    | 9      |
| BODY SIDE SILL/EXTENSION       | 10     |
| INNER REAR WHEELHOUSE (1 OF 2) | 11     |
| INNER REAR WHEELHOUSE (2 OF 2) | 12     |
| LIFTGATE OPENING HEADER        | 13     |
| SUNROOF FRAME                  | 14     |
| ROOF/SUNROOF                   | 15     |

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## STRUCTURAL ADHESIVE LOCATIONS

LEFT HAND DRIVE SHOWN,  
RIGHT HAND DRIVE TYPICAL

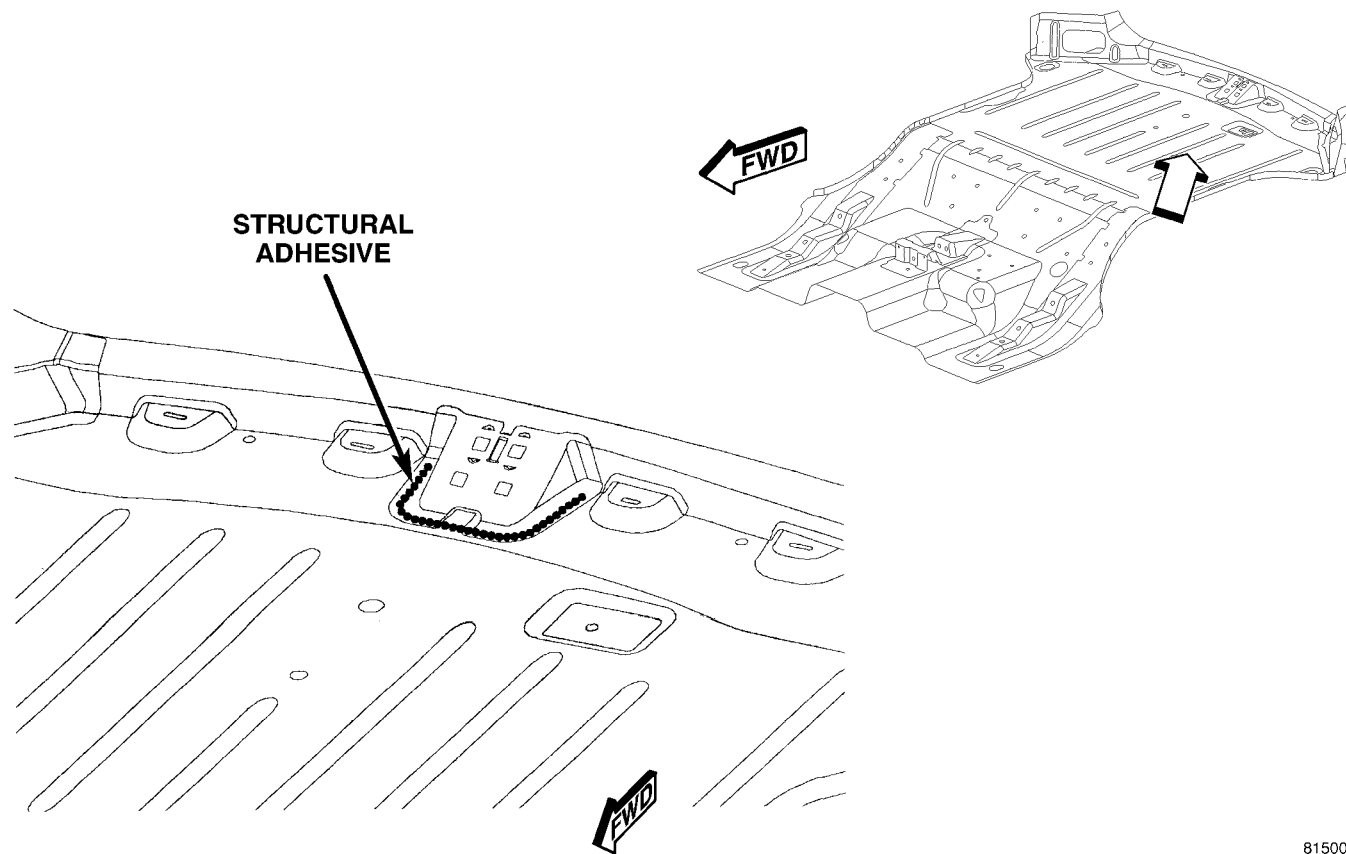


815003f5

Figure 1. DASH/PLENUM

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## STRUCTURAL ADHESIVE LOCATIONS

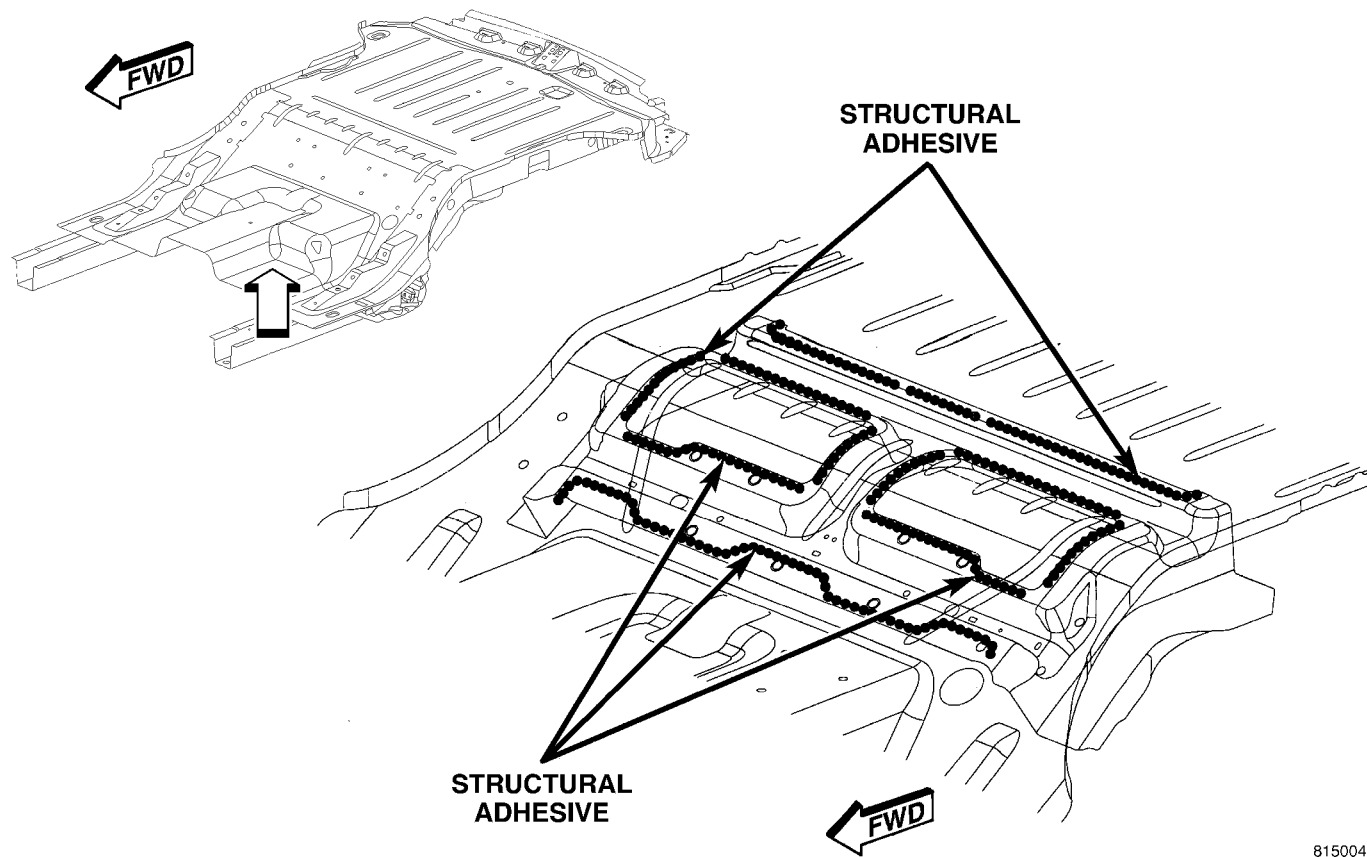


81500400

Figure 2. REAR FLOOR

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## STRUCTURAL ADHESIVE LOCATIONS



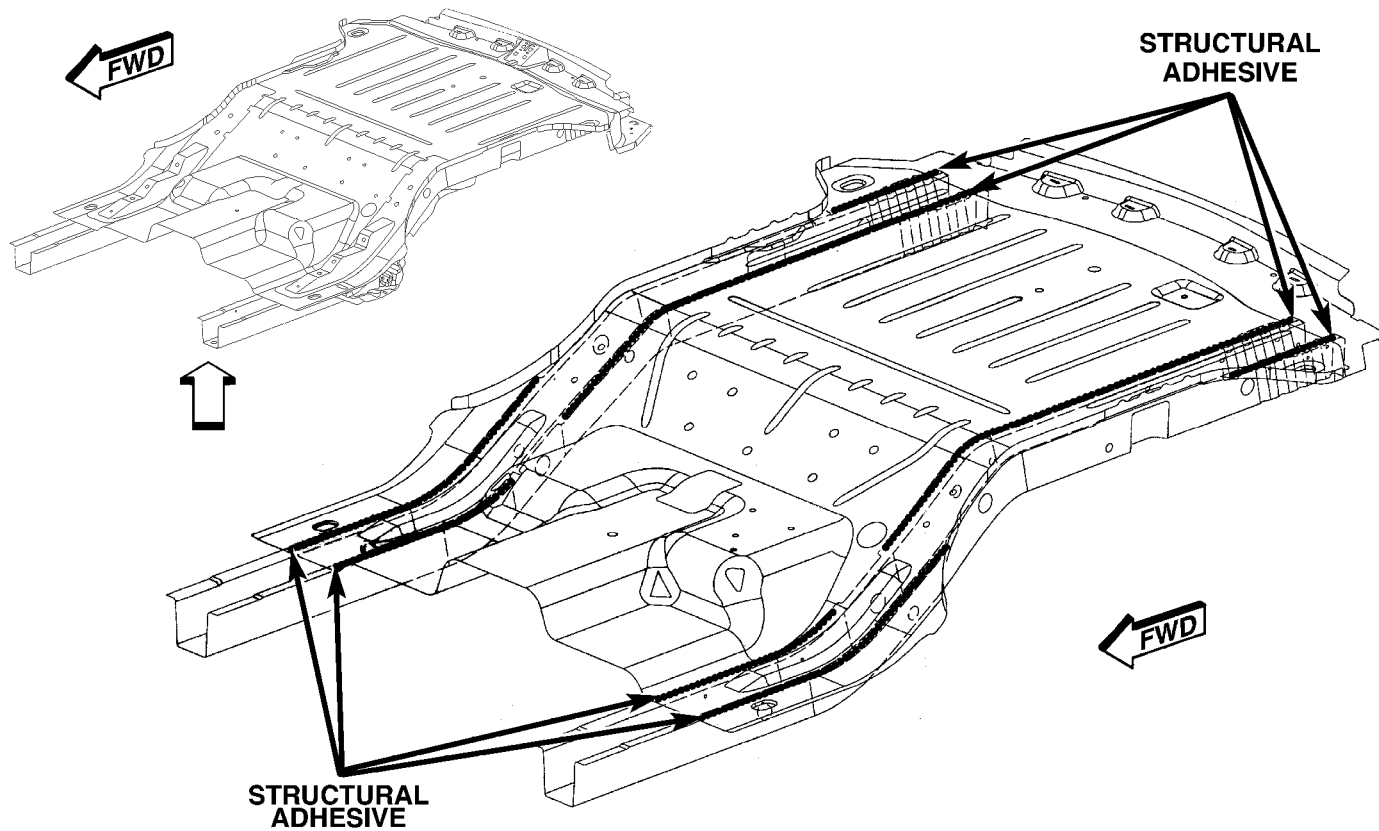
81500427

Figure 3. REAR FLOOR/LADDER (1 OF 3)

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## STRUCTURAL ADHESIVE LOCATIONS

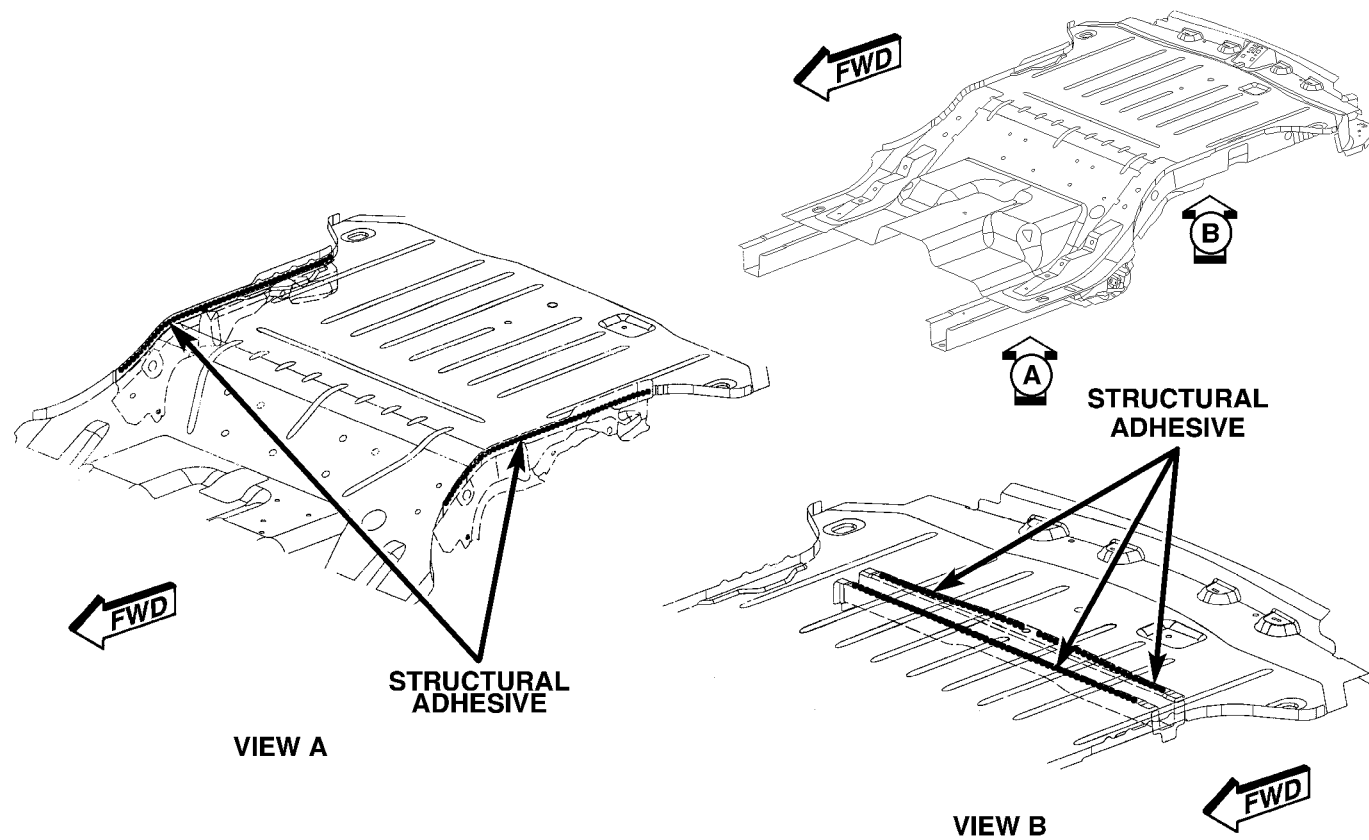


8150042c

Figure 4. REAR FLOOR/LADDER (2 OF 3)

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## STRUCTURAL ADHESIVE LOCATIONS

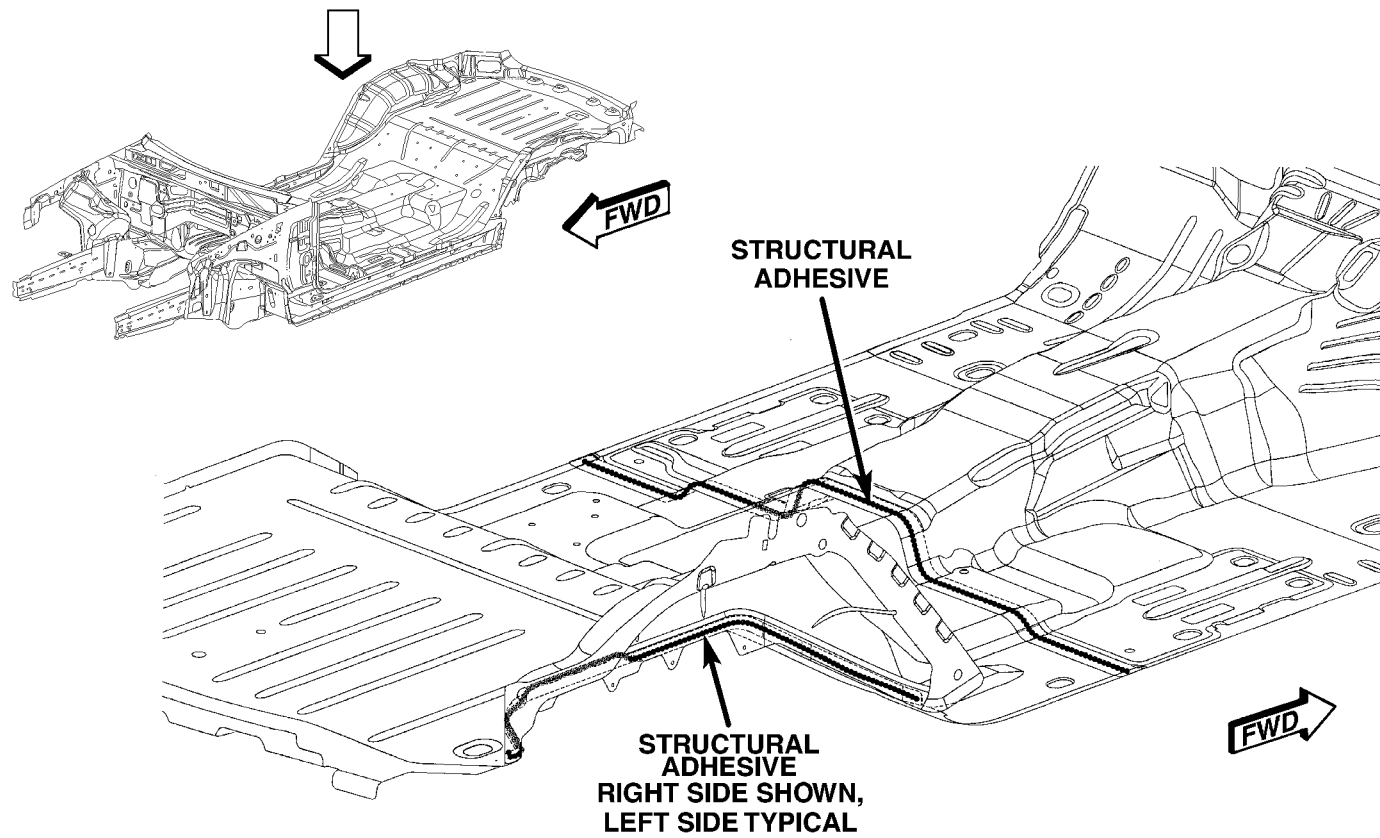


81500437

Figure 5. REAR FLOOR/LADDER (3 OF 3)

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## STRUCTURAL ADHESIVE LOCATIONS

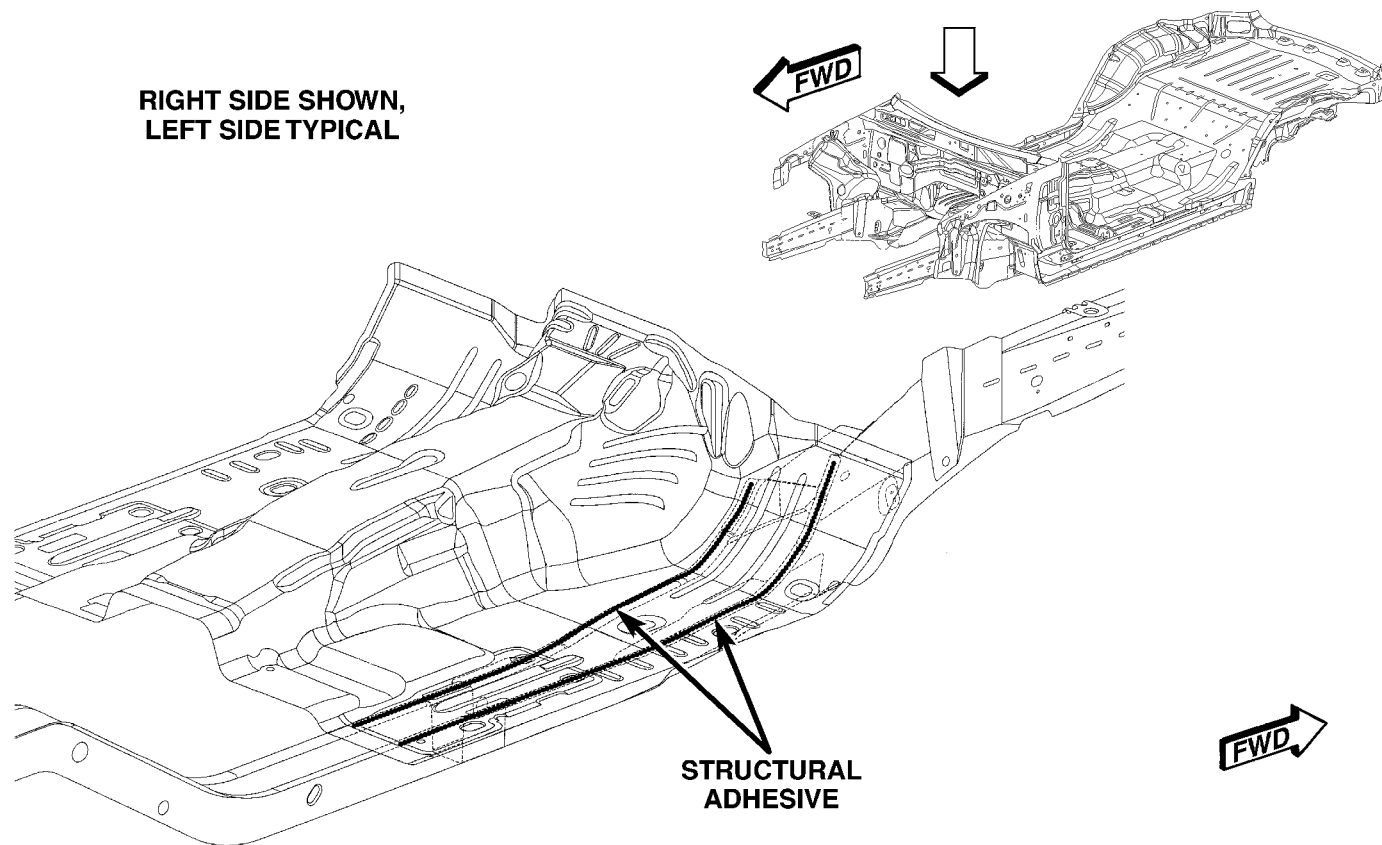


8150043c

Figure 6. UNDERBODY COMPLETE (1 OF 2)

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## STRUCTURAL ADHESIVE LOCATIONS



81500469

Figure 7. UNDERBODY COMPLETE (2 OF 2)

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## STRUCTURAL ADHESIVE LOCATIONS

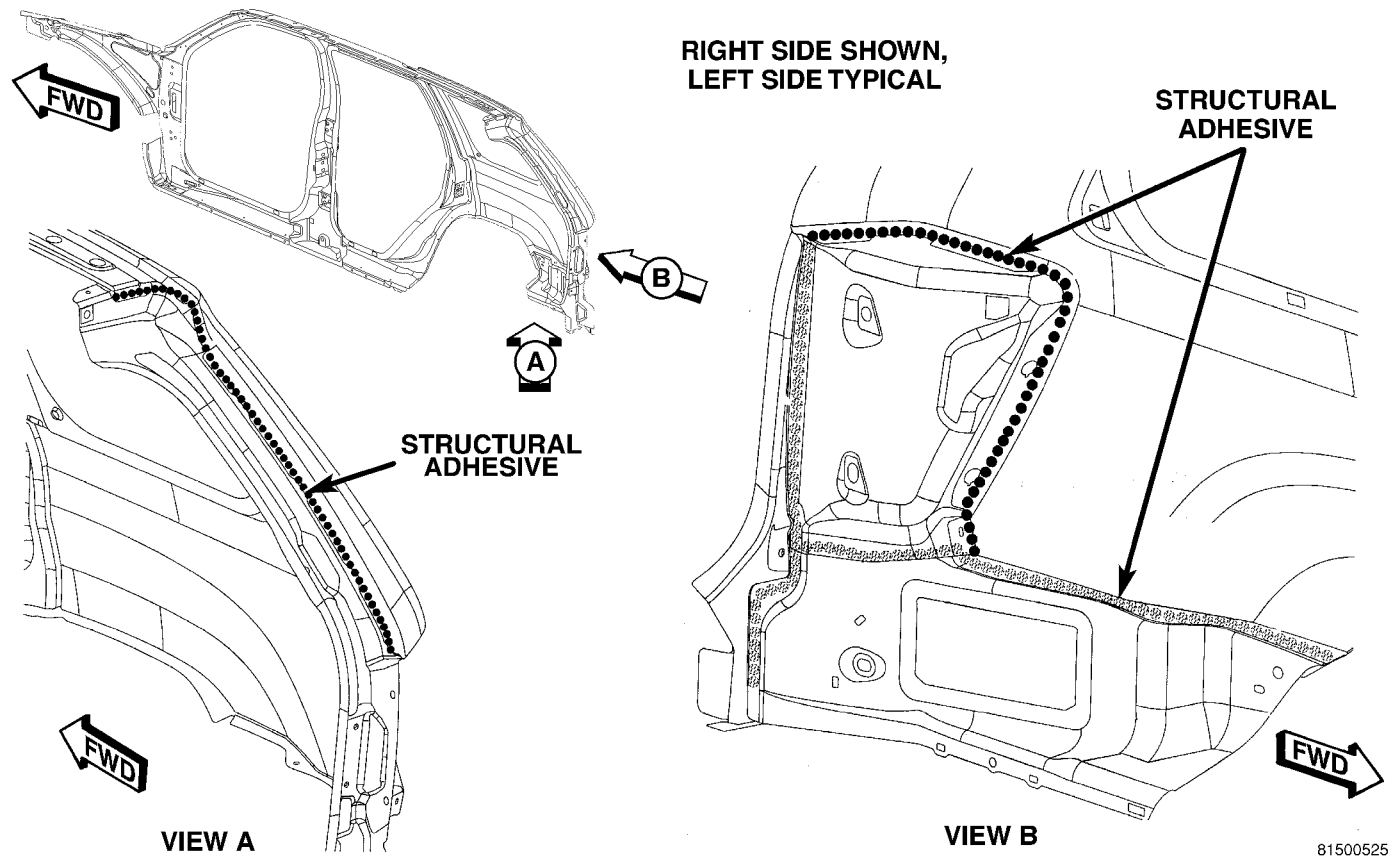


Figure 8. OUTER BODY SIDE APERTURE

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## STRUCTURAL ADHESIVE LOCATIONS

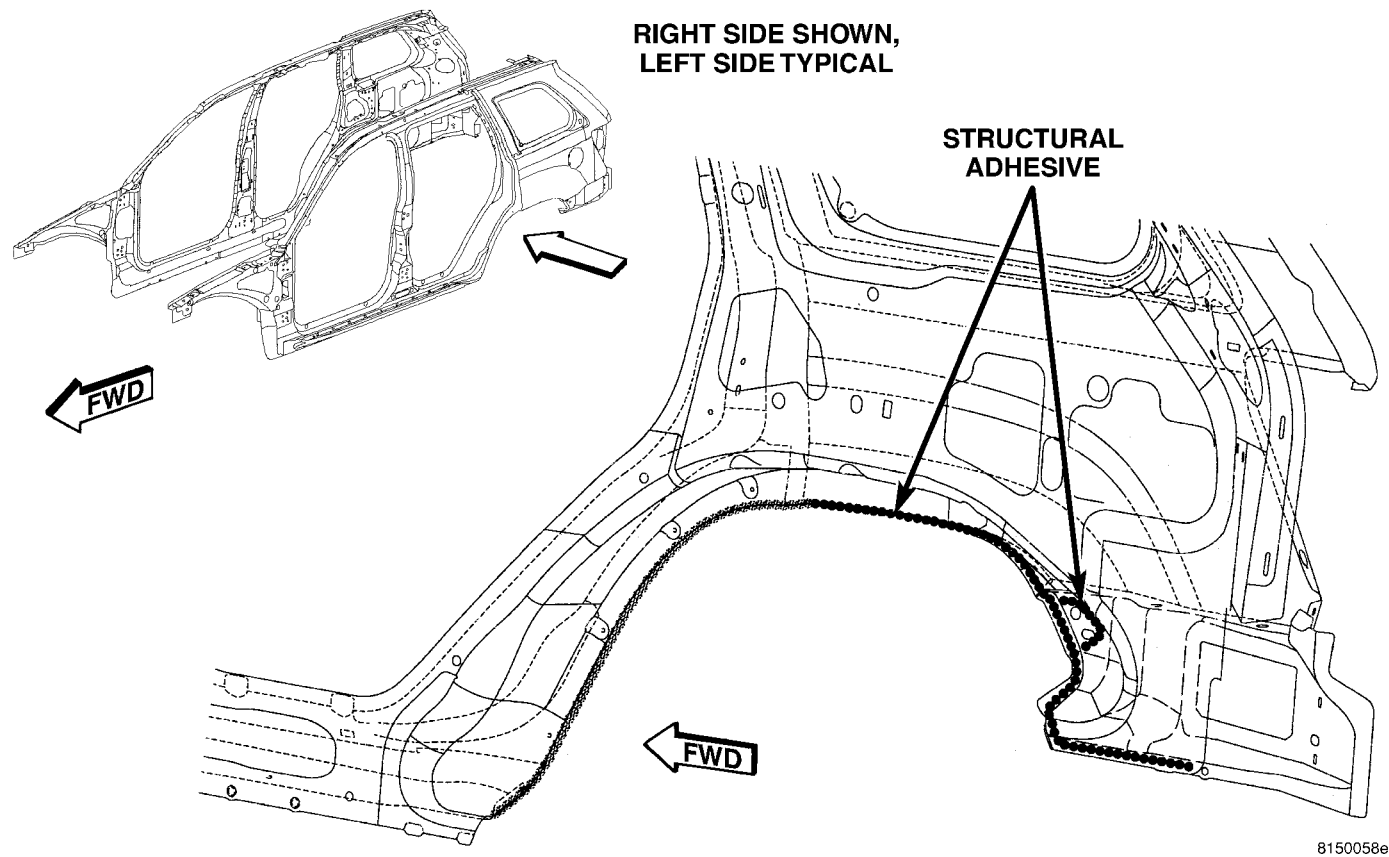
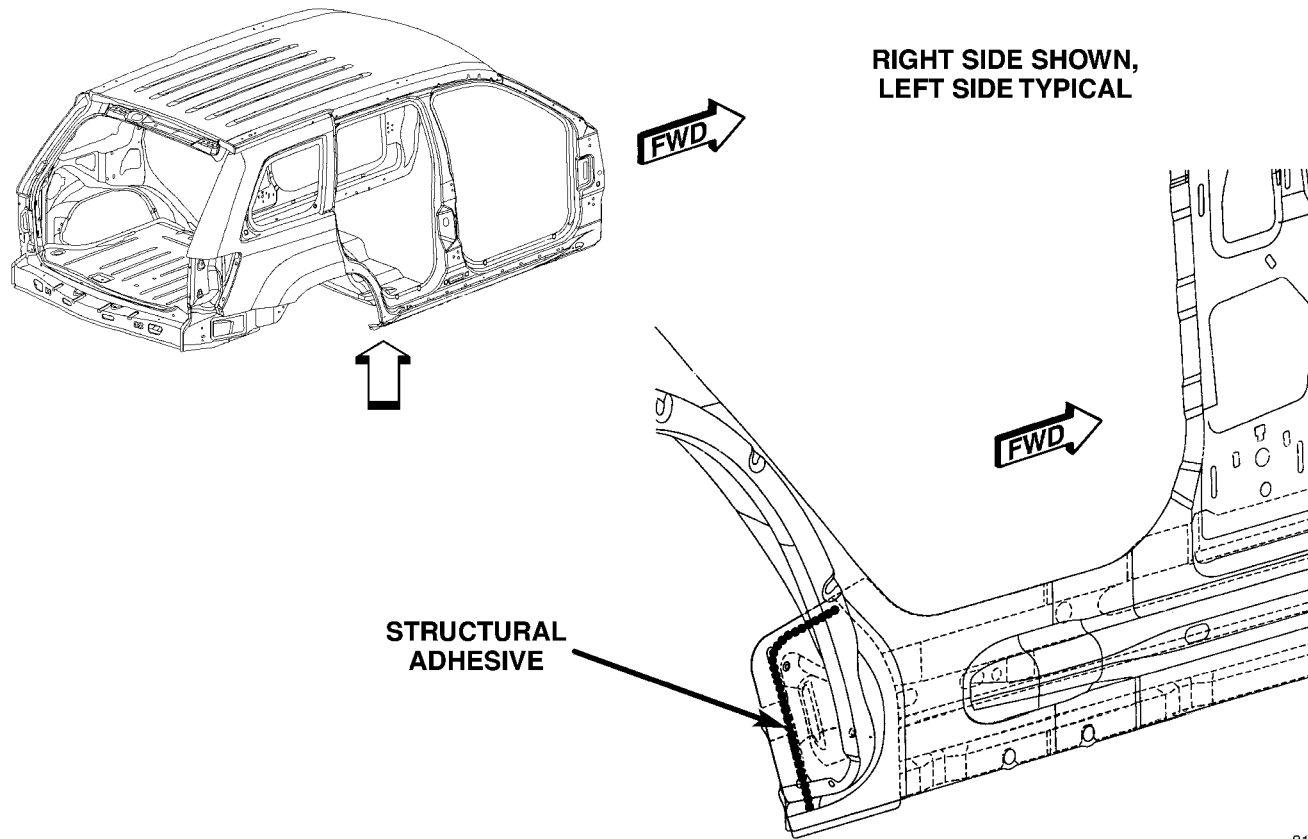


Figure 9. BODY SIDE APERTURE COMPLETE

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## STRUCTURAL ADHESIVE LOCATIONS



815005b3

Figure 10. BODY SIDE STILL/EXTENSION

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## STRUCTURAL ADHESIVE LOCATIONS

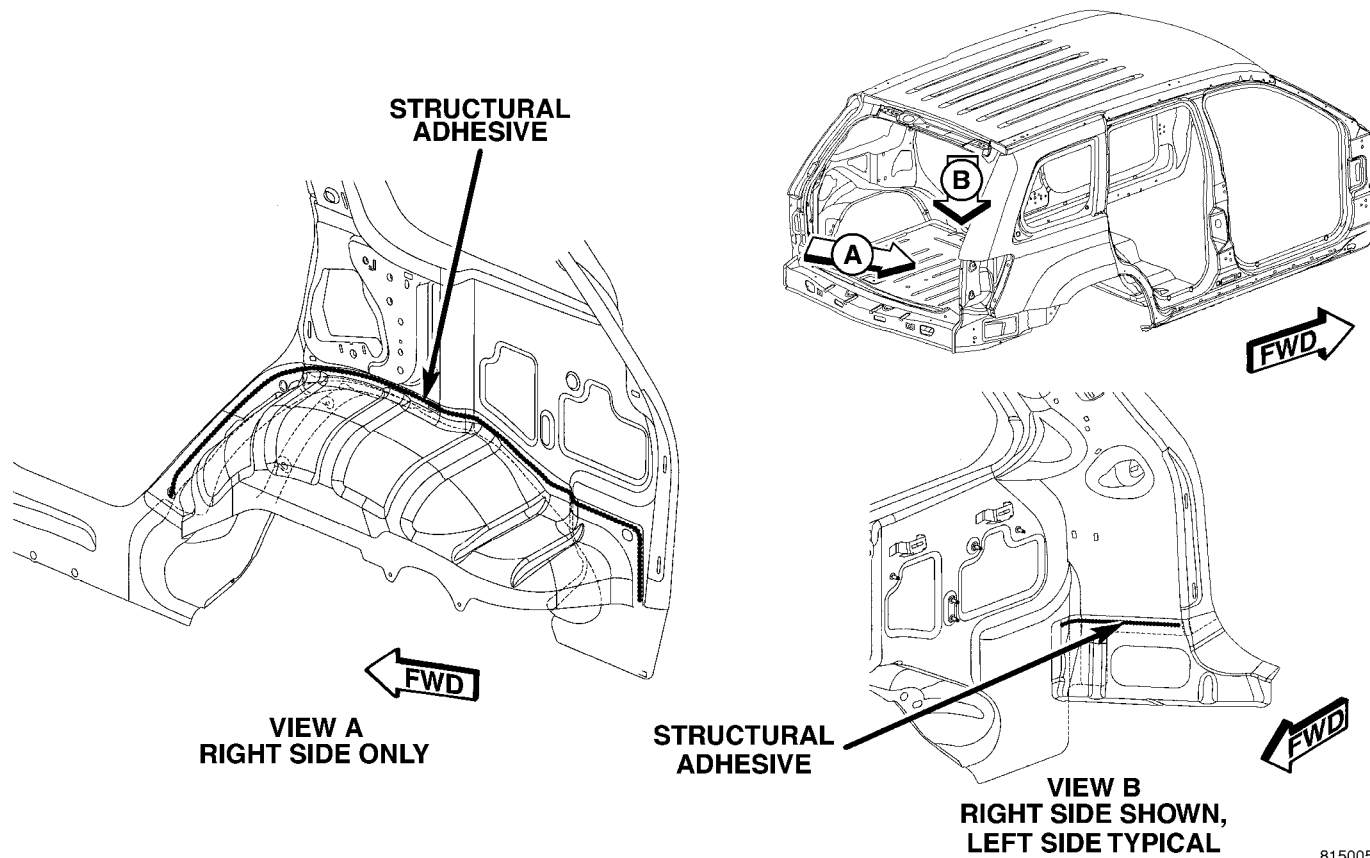
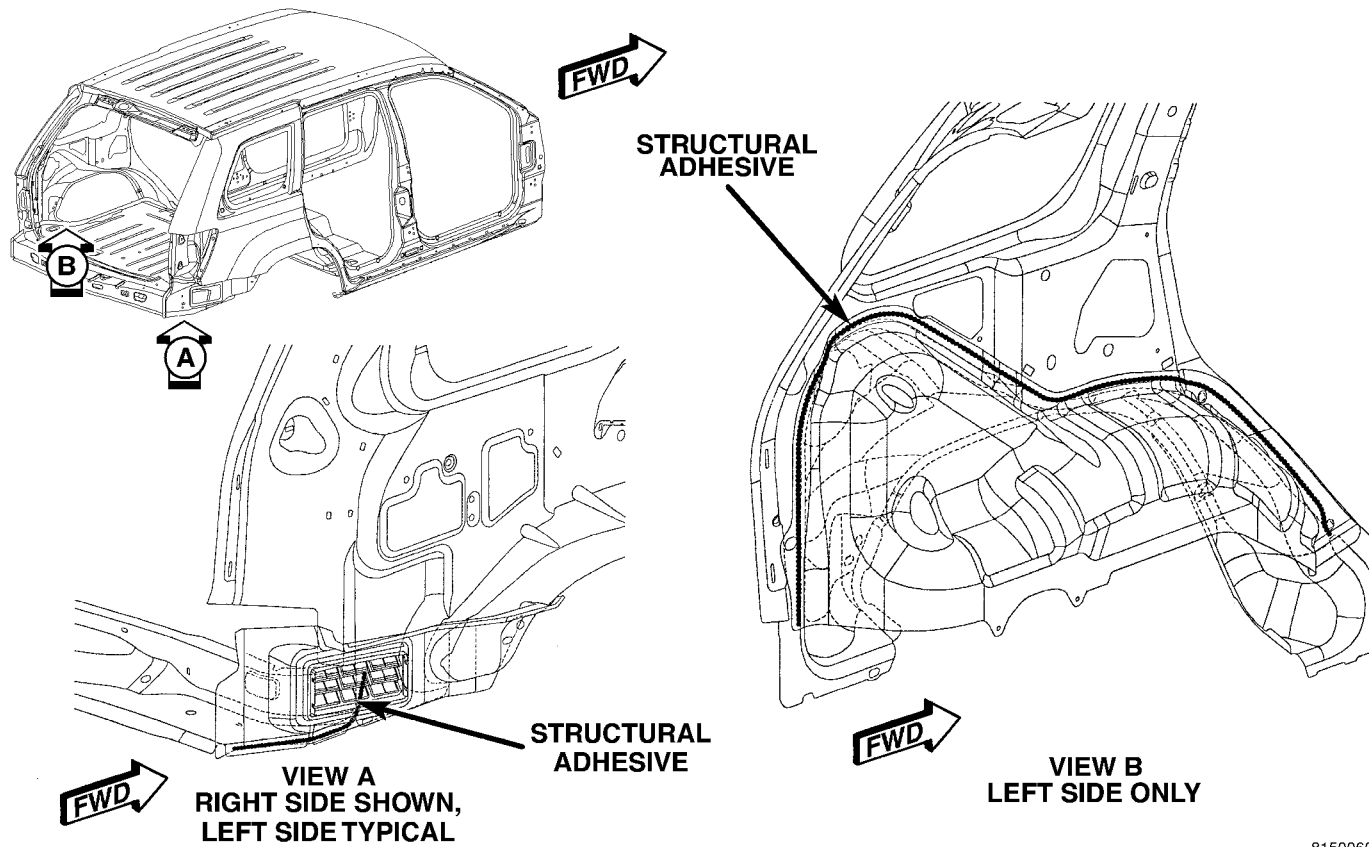


Figure 11. INNER REAR WHEELHOUSE (1 OF 2)

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## STRUCTURAL ADHESIVE LOCATIONS



81500600

Figure 12. INNER REAR WHEELHOUSE (2 OF 2)

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## STRUCTURAL ADHESIVE LOCATIONS

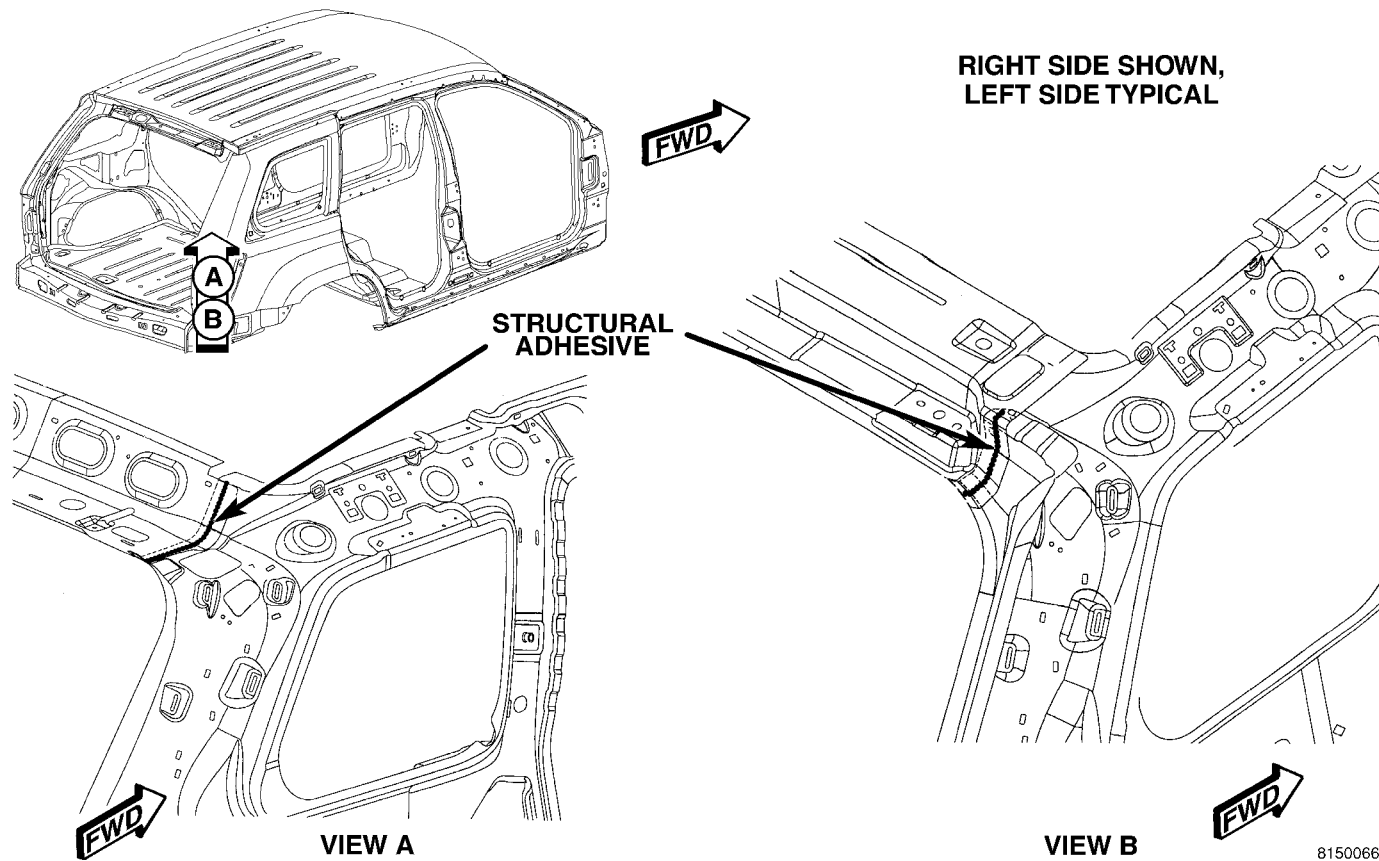
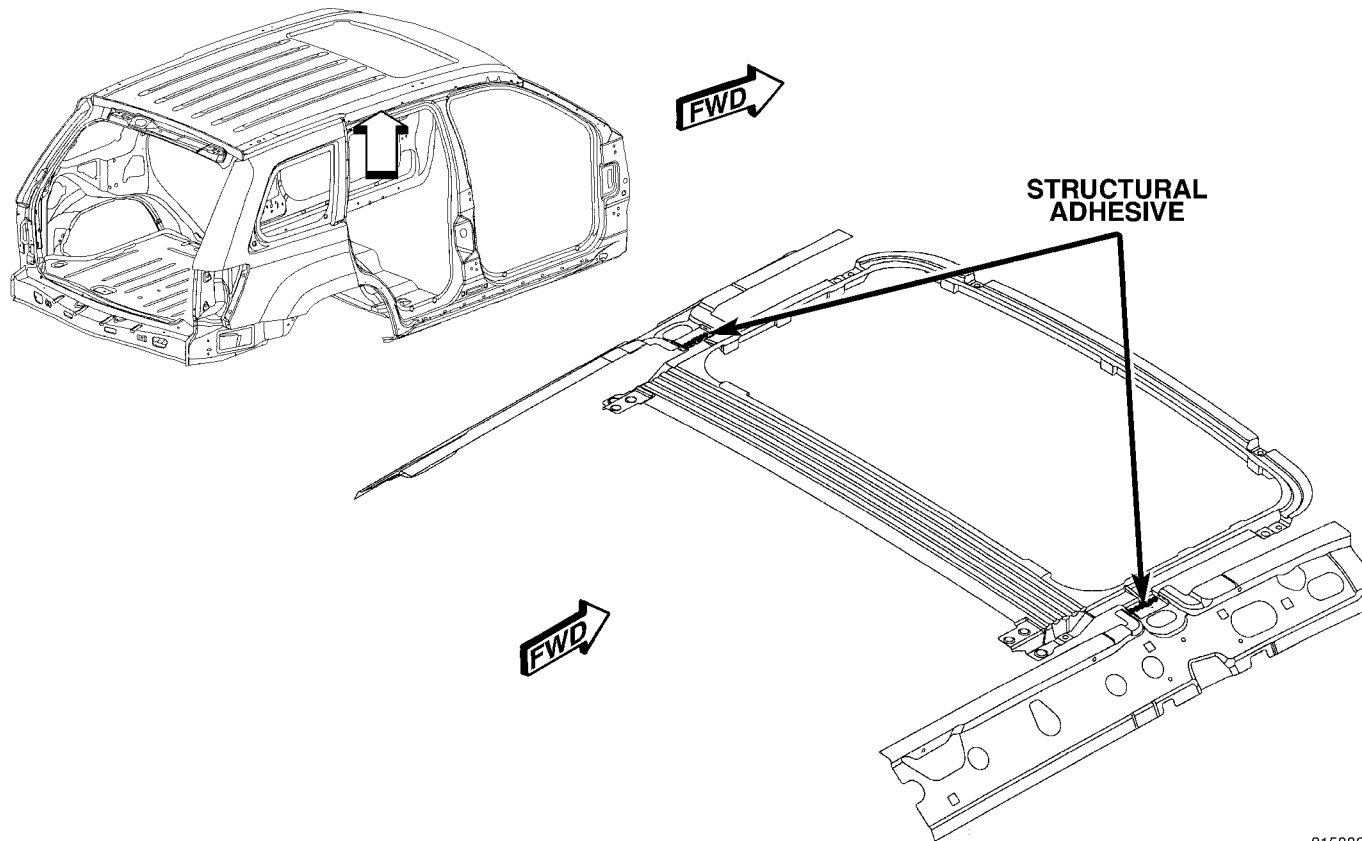


Figure 13. LIFTGATE OPENING HEADER

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## STRUCTURAL ADHESIVE LOCATIONS

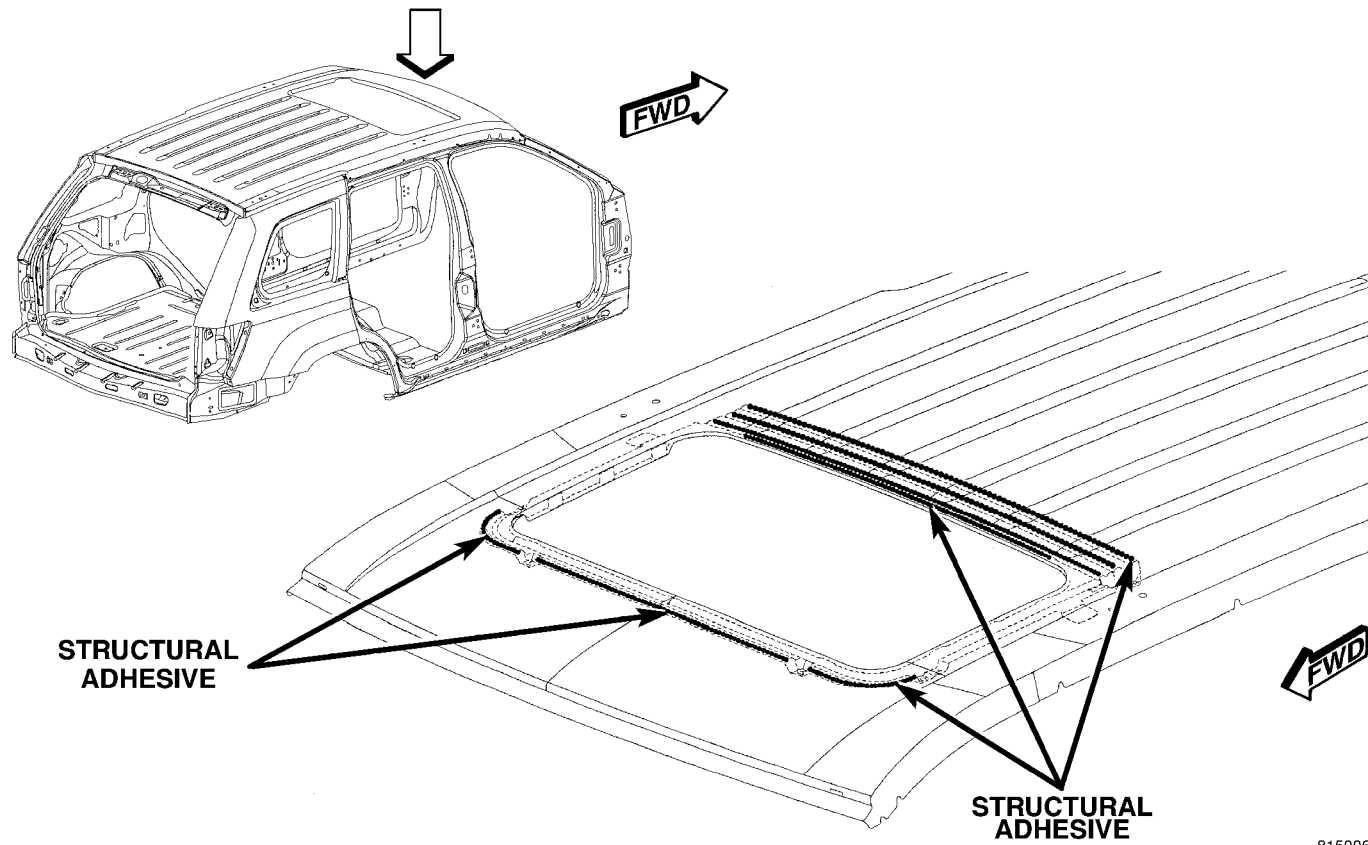


81500680

Figure 14. SUNROOF FRAME

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## STRUCTURAL ADHESIVE LOCATIONS



81500687

Figure 15. ROOF/SUNROOF

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2005 Jeep Grand Cherokee

**NVH/STRUCTURAL FOAM  
INFORMATION**

**SOUND DEADENER**

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**JEEP GRAND CHEROKEE  
NVH/STRUCTURAL FOAM/  
SOUND DEADENER LOCATIONS**

| <b>FIGURE</b> | <b>DESCRIPTION</b>                                 |
|---------------|----------------------------------------------------|
| 1             | "A" Pillar Body Access Holes                       |
| 2             | "B" Pillar Cavity and "C" Pillar Body Access Holes |
| 3             | Floor Pan                                          |
| 4             | Right Side Rear Wheelhouse                         |
| 5             | Left Side Rear Wheelhouse                          |
| 6             | "D" Pillar Body Access Holes                       |

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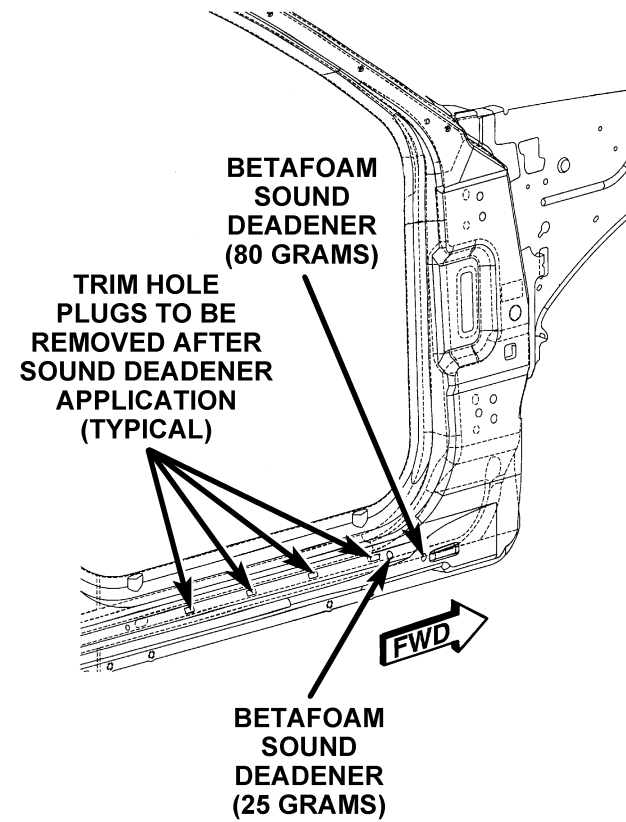
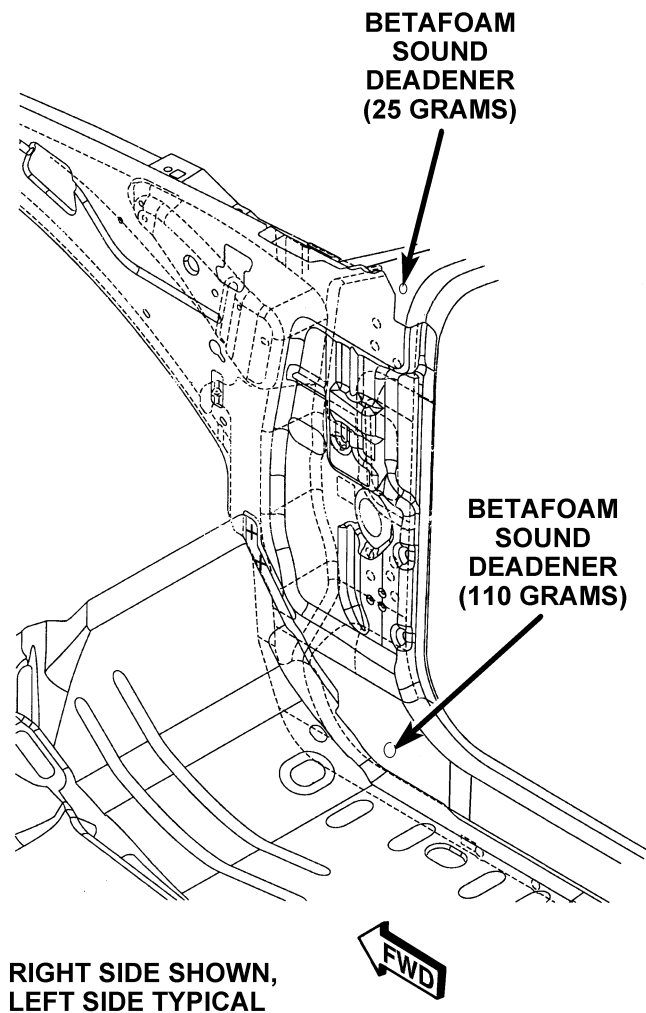


Figure 1. "A" PILLAR BODY ACCESS HOLES

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**RIGHT SIDE SHOWN,  
LEFT SIDE TYPICAL**

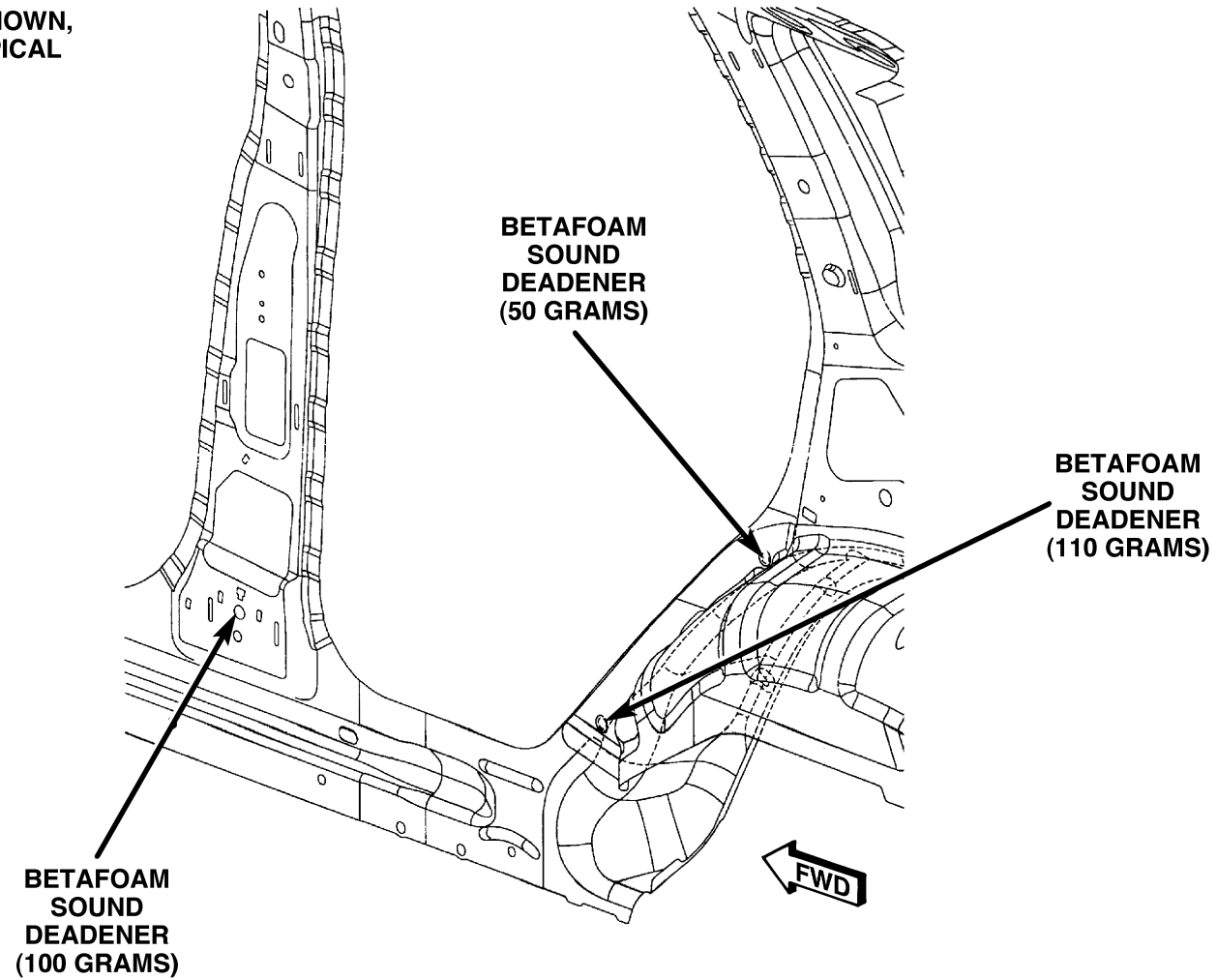


Figure 2. "B" PILLAR CAVITY AND "C" PILLAR BODY ACCESS HOLES

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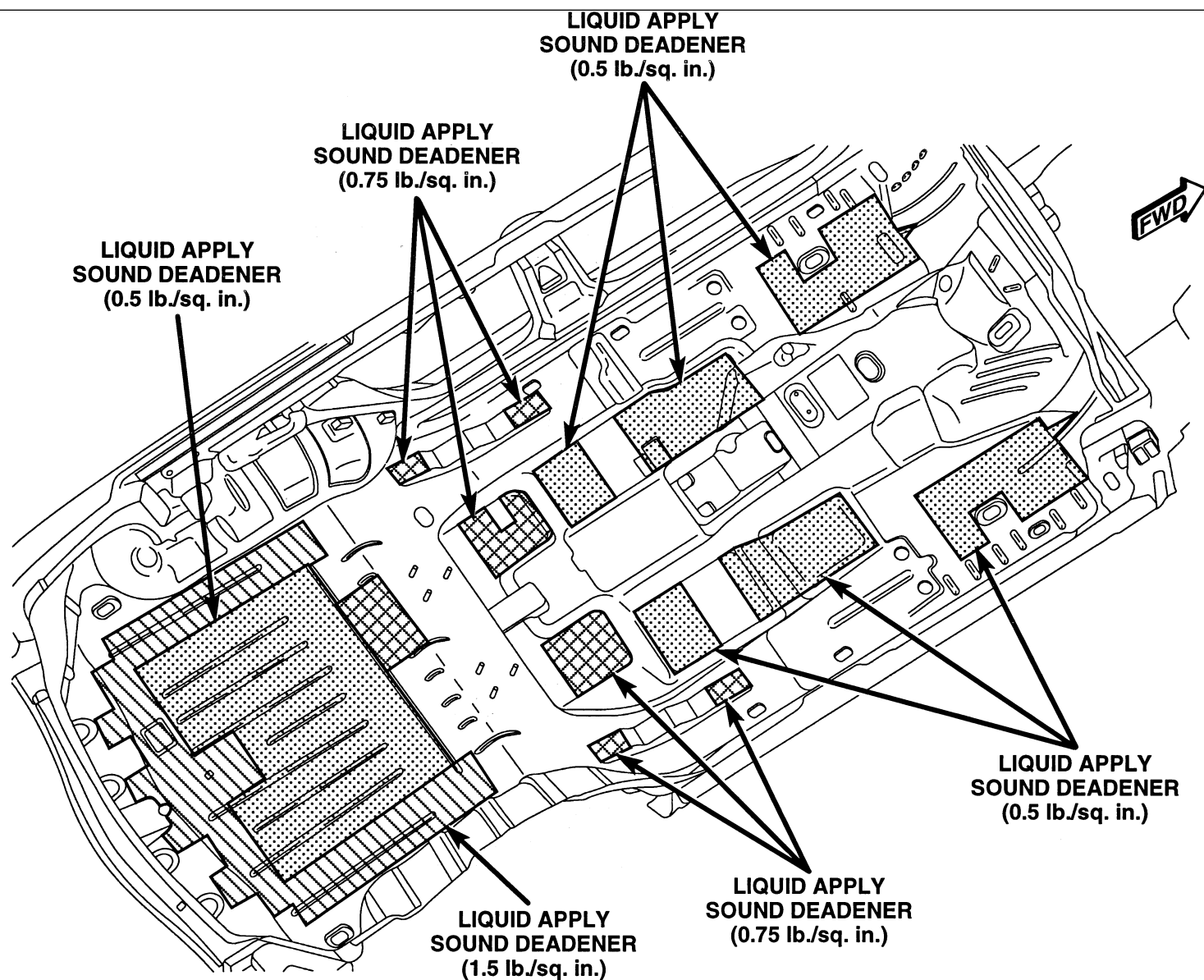


Figure 3. FLOOR PAN

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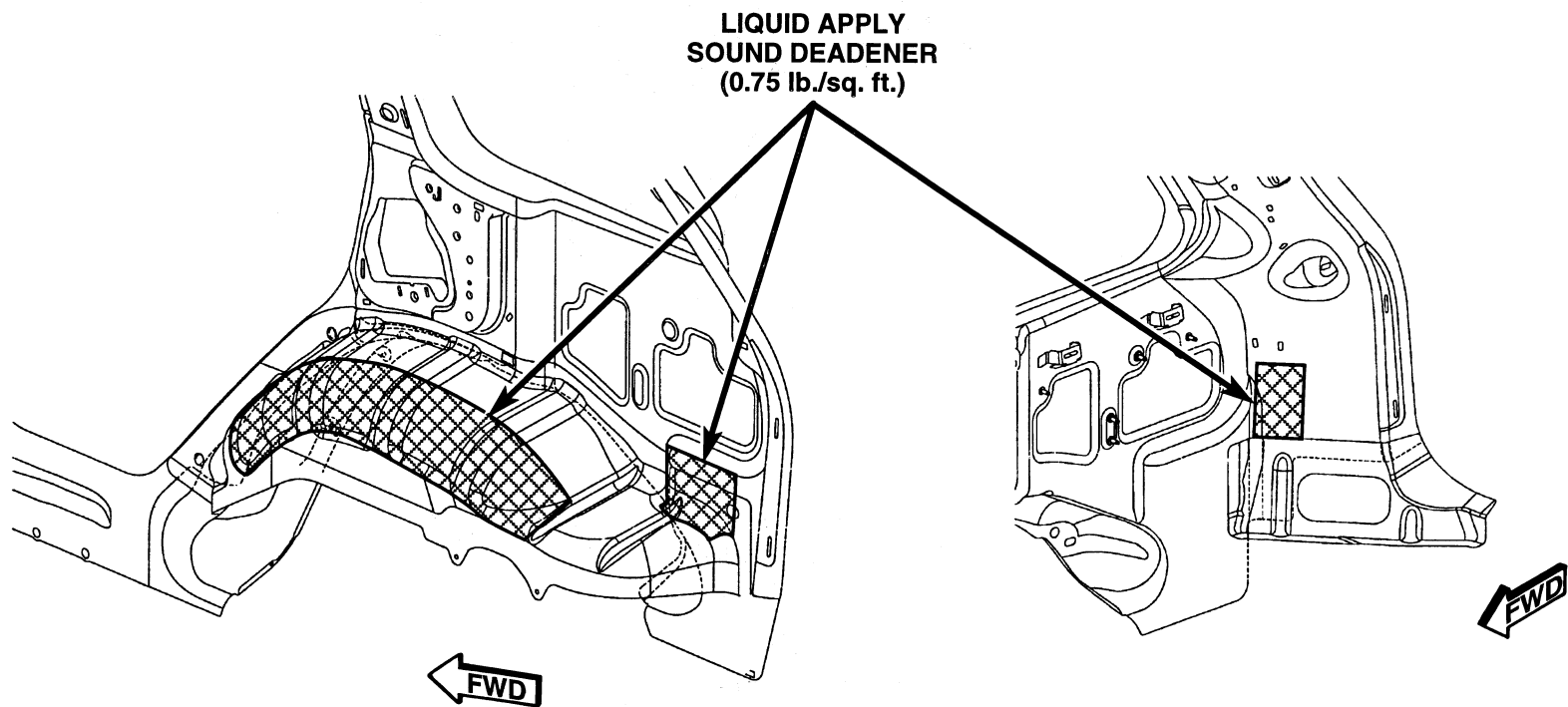


Figure 4. RIGHT SIDE REAR WHEEL HOUSE

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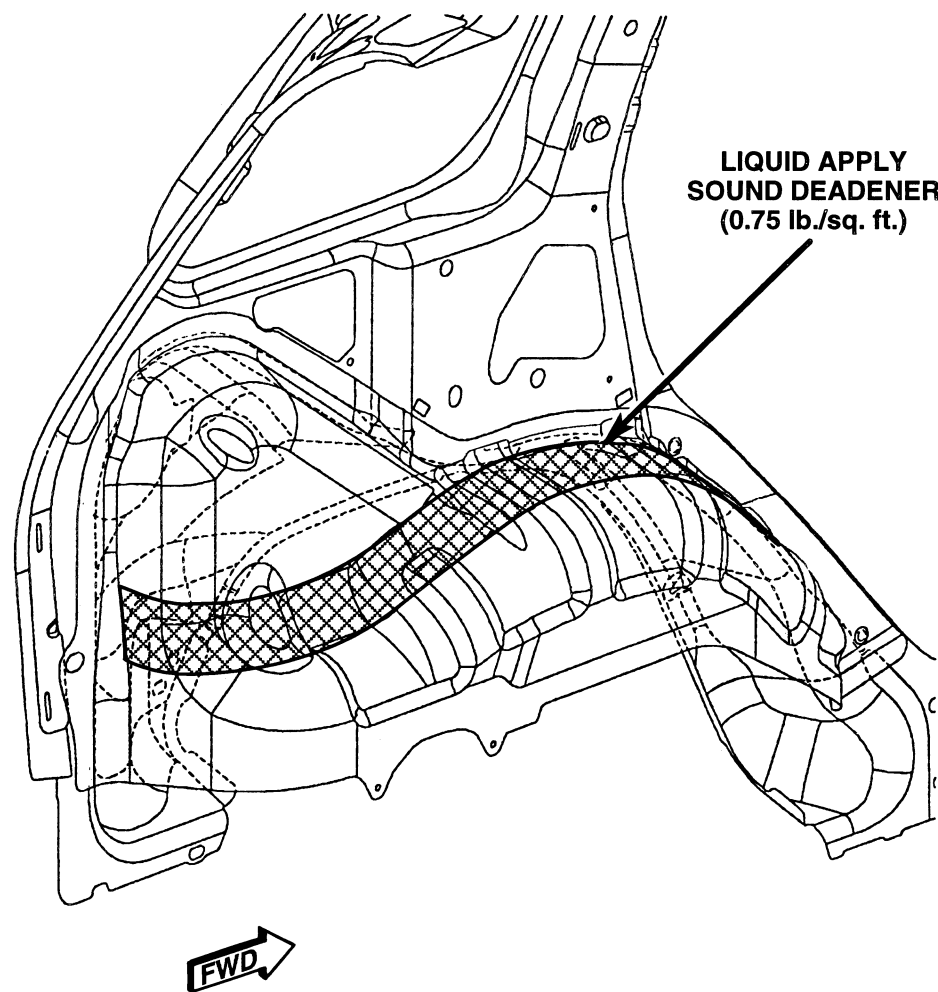


Figure 5. LEFT SIDE REAR WHEEL HOUSE

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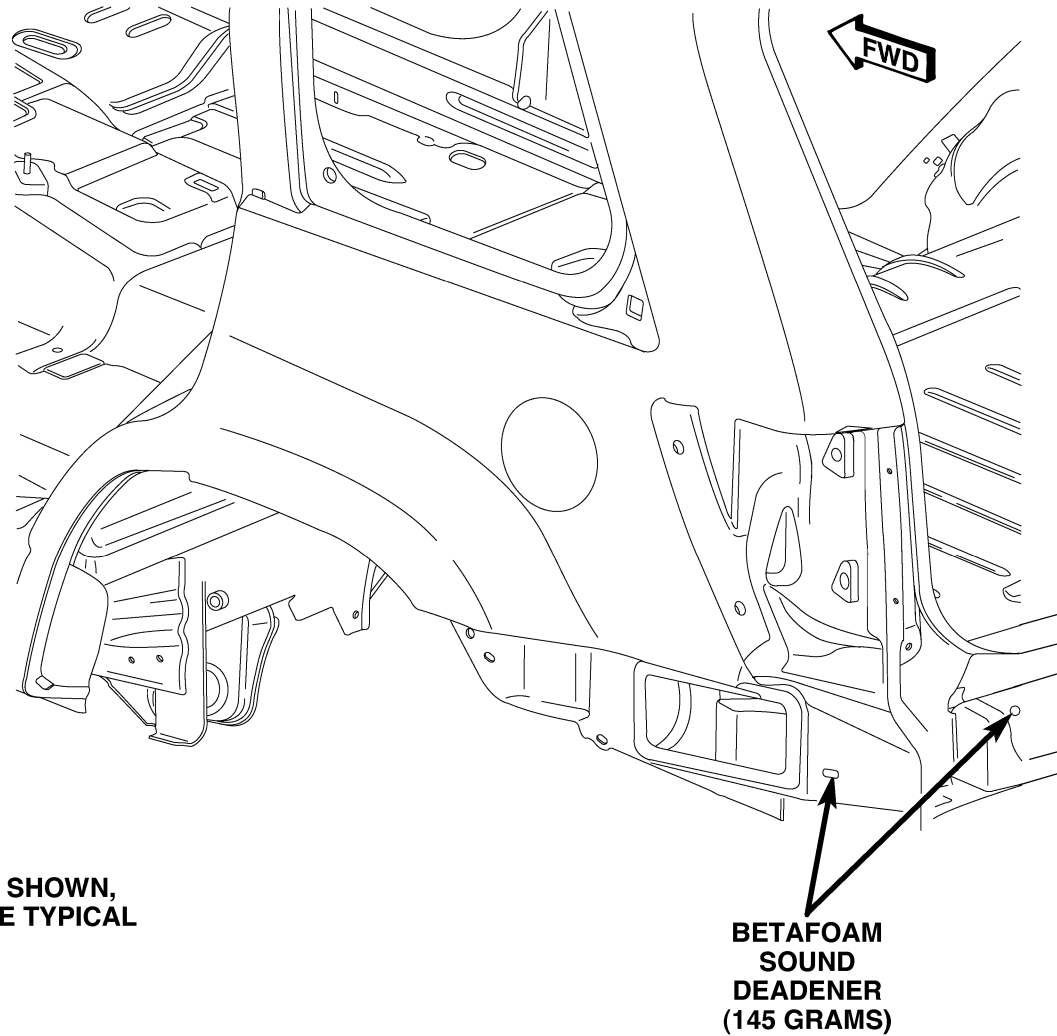


Figure 6. "D" PILLAR BODY ACCESS HOLES

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# **GRAND CHEROKEE FRAME/BODY DIMENSIONS**

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## FRAME DIMENSIONS

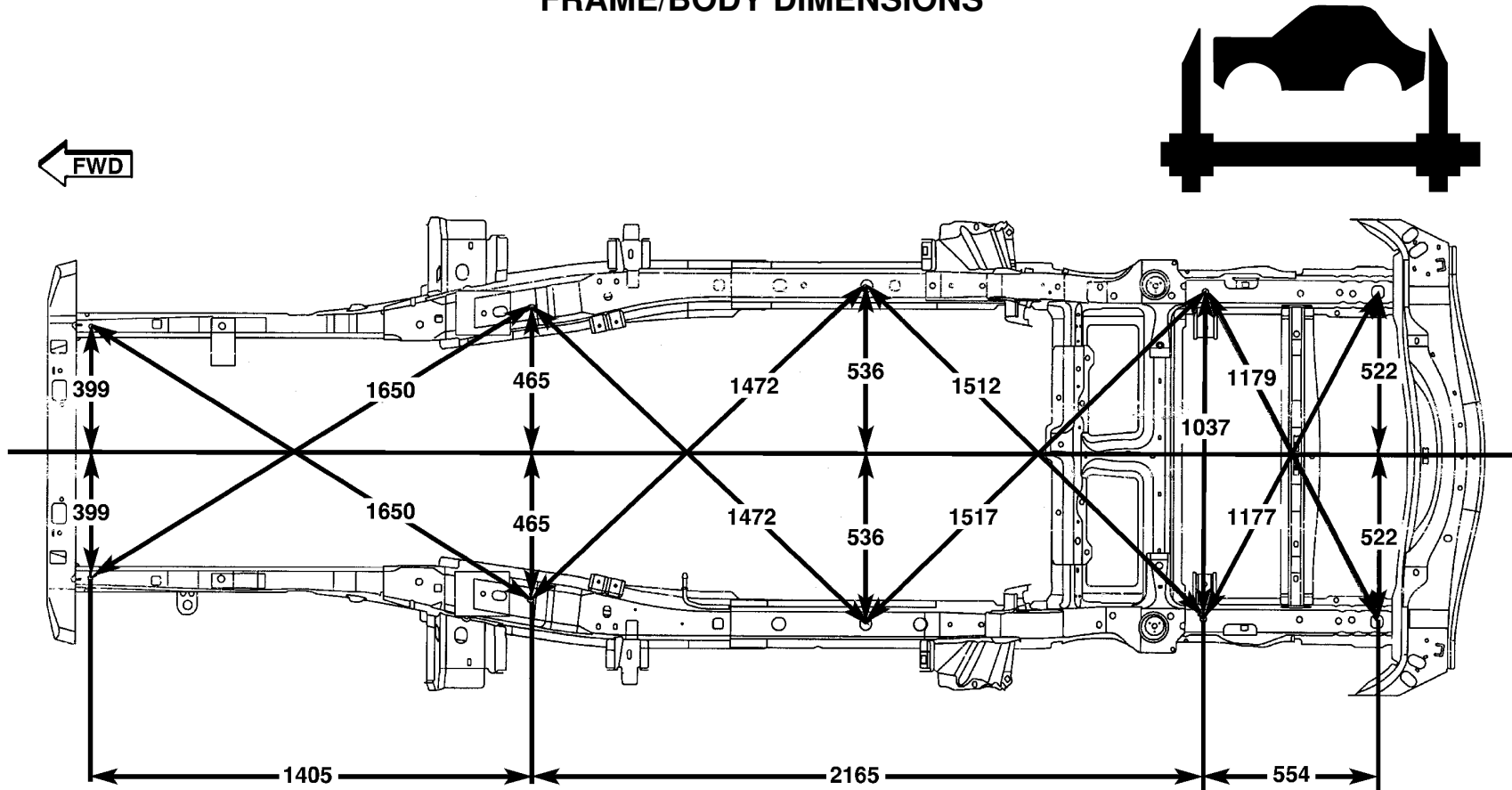
Frame dimensions are listed in metric scale then converted to inch scale listed in parenthesis. All dimensions are from center of Principal Locating Point (PLP), or from center to center of PLP and transfer location. Vertical dimensions can be taken from the work surface to the locations indicated.

### INDEX

| DESCRIPTION                  | FIGURE |
|------------------------------|--------|
| FRAME DIMENSIONS (PLAN VIEW) | 1      |
| FRAME DIMENSIONS (SIDE VIEW) | 2      |

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## FRAME/BODY DIMENSIONS



MEASUREMENTS ARE FROM CENTER  
LINES OF HOLES (PLP's)

ALL DIMENSIONS ARE IN MILLIMETERS

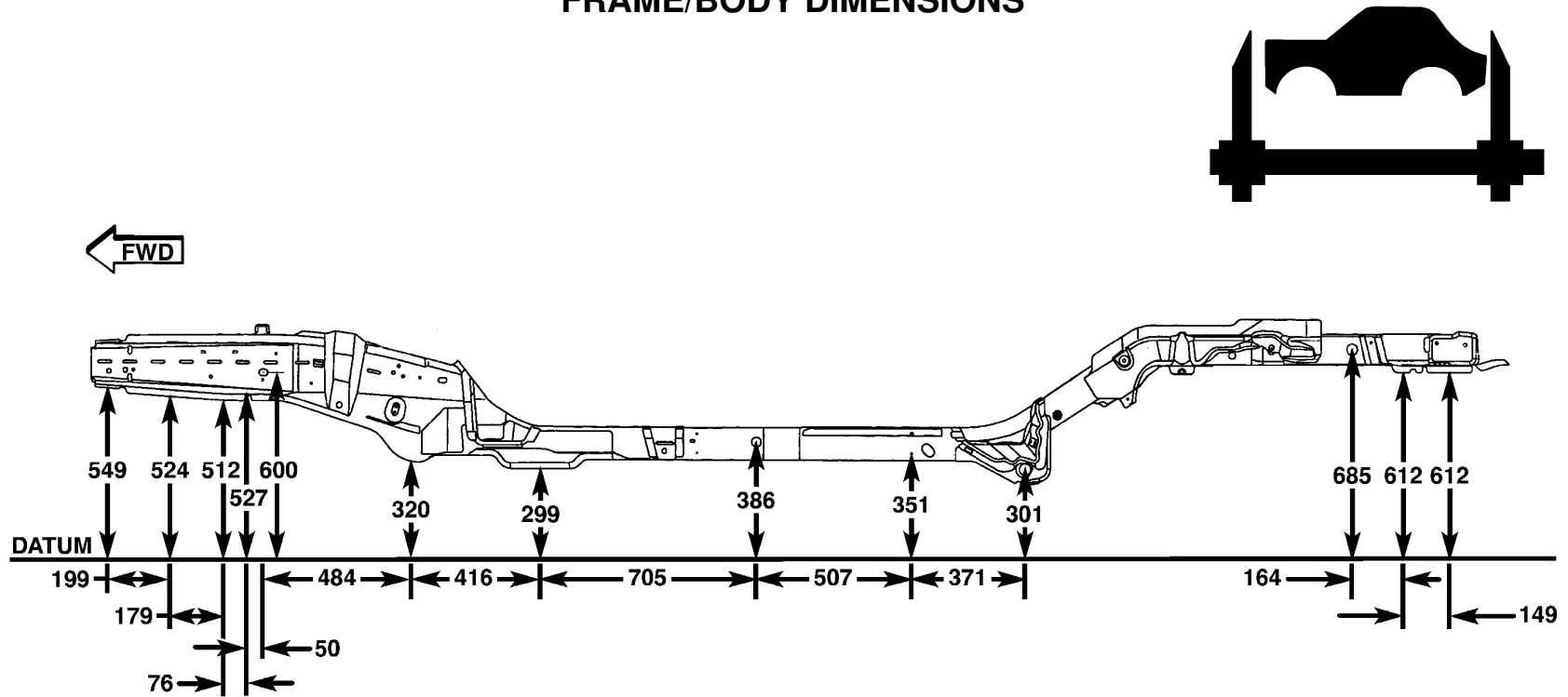
Figure 1. FRAME DIMENSIONS (PLAN VIEW)

81500050

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## FRAME/BODY DIMENSIONS



**NOTE: DATUM PLANE DETERMINED BY USING 245/65R17 TIRE.  
ALL DIMENSIONS ARE IN MILLIMETERS**

Figure 2. FRAME DIMENSIONS (SIDE VIEW)

81500054

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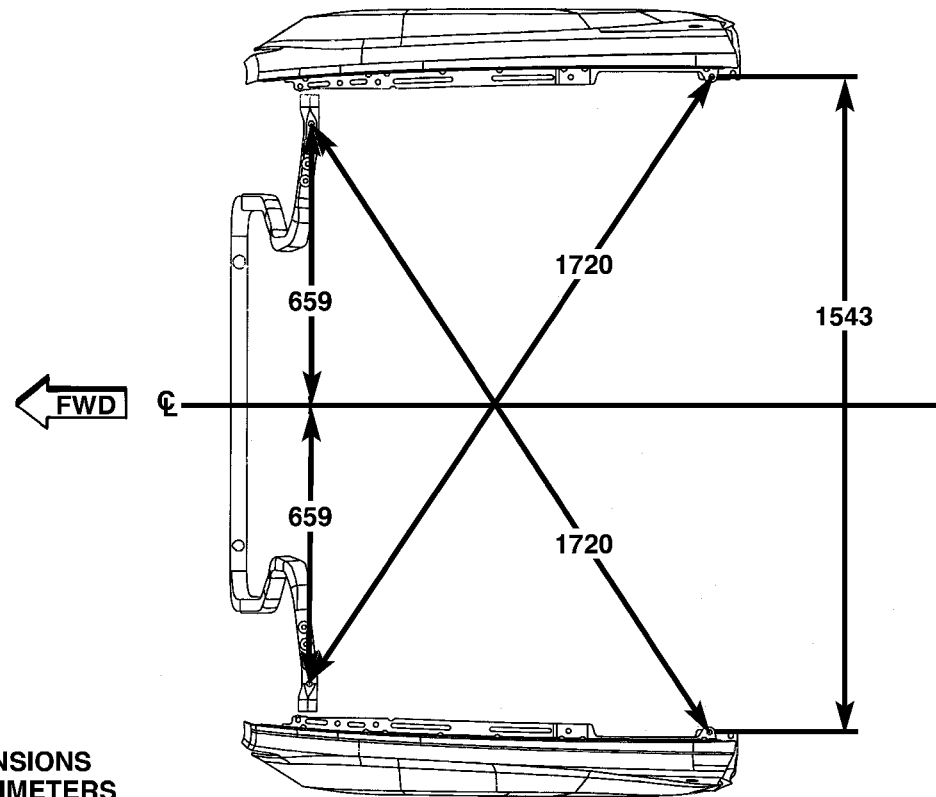


## OPENING DIMENSIONS

| DESCRIPTION            | FIGURE |
|------------------------|--------|
| ENGINE BOX OPENING     | 1      |
| WINDSHIELD OPENING     | 2      |
| FRONT DOOR OPENING     | 3      |
| REAR DOOR OPENING      | 4      |
| QUARTER WINDOW OPENING | 5      |
| LIFTGATE OPENING       | 6      |

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## FRAME/BODY DIMENSIONS



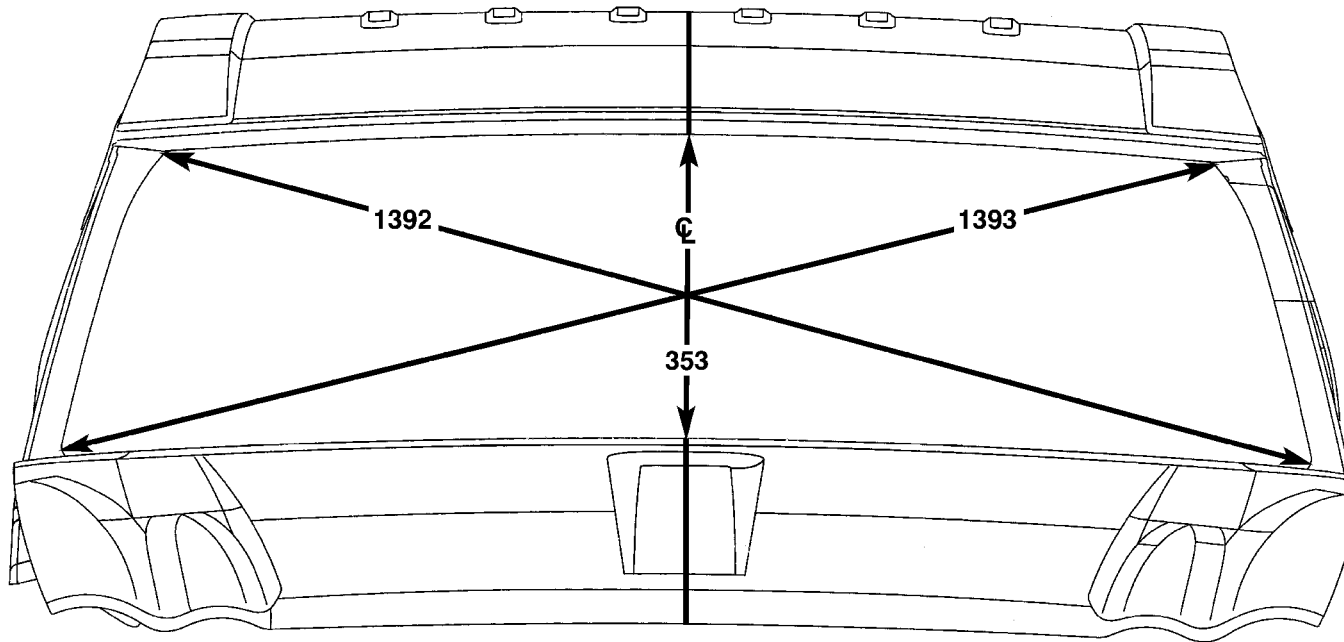
ALL DIMENSIONS  
ARE IN MILLIMETERS

815000a7

Figure 1. ENGINE BOX OPENING

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## FRAME/BODY DIMENSIONS



**ALL DIMENSIONS ARE IN MILLIMETERS**

815000d8

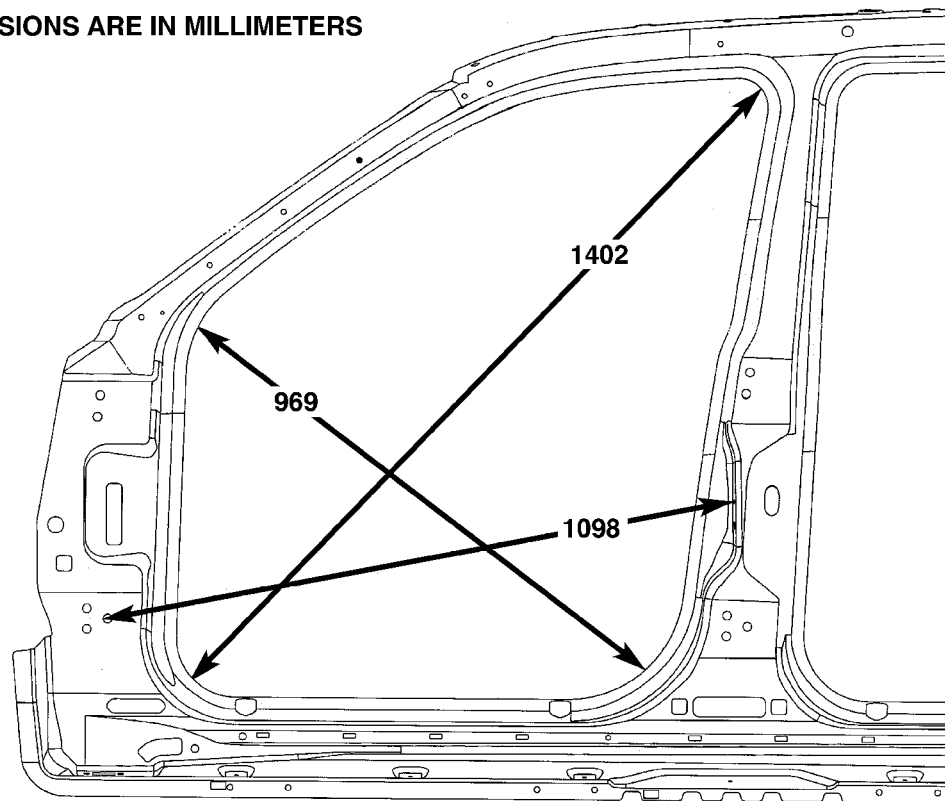
Figure 2. WINDSHIELD OPENING

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## FRAME/BODY DIMENSIONS



ALL DIMENSIONS ARE IN MILLIMETERS

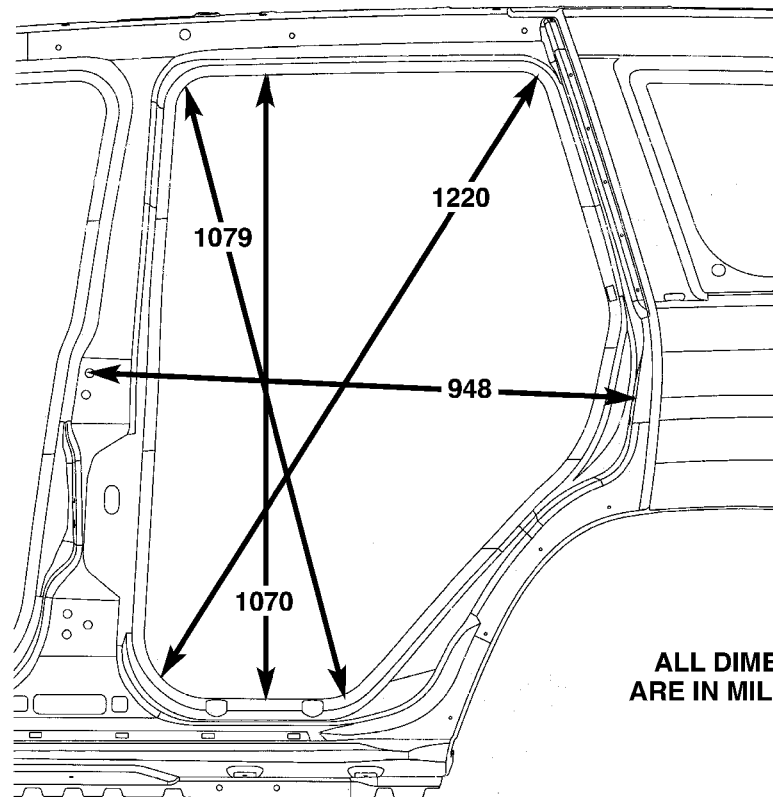


815000dd

Figure 3. FRONT DOOR OPENING

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## FRAME/BODY DIMENSIONS



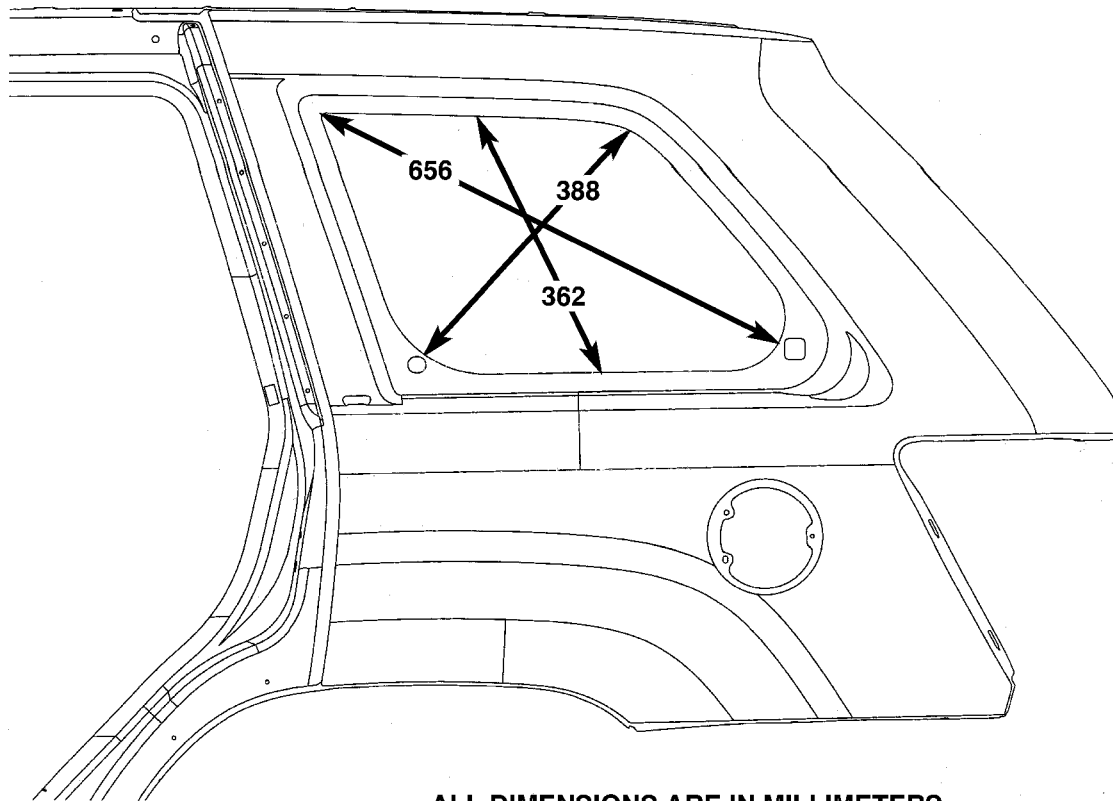
**ALL DIMENSIONS  
ARE IN MILLIMETERS**

815000e2

Figure 4. REAR DOOR OPENING

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## FRAME/BODY DIMENSIONS



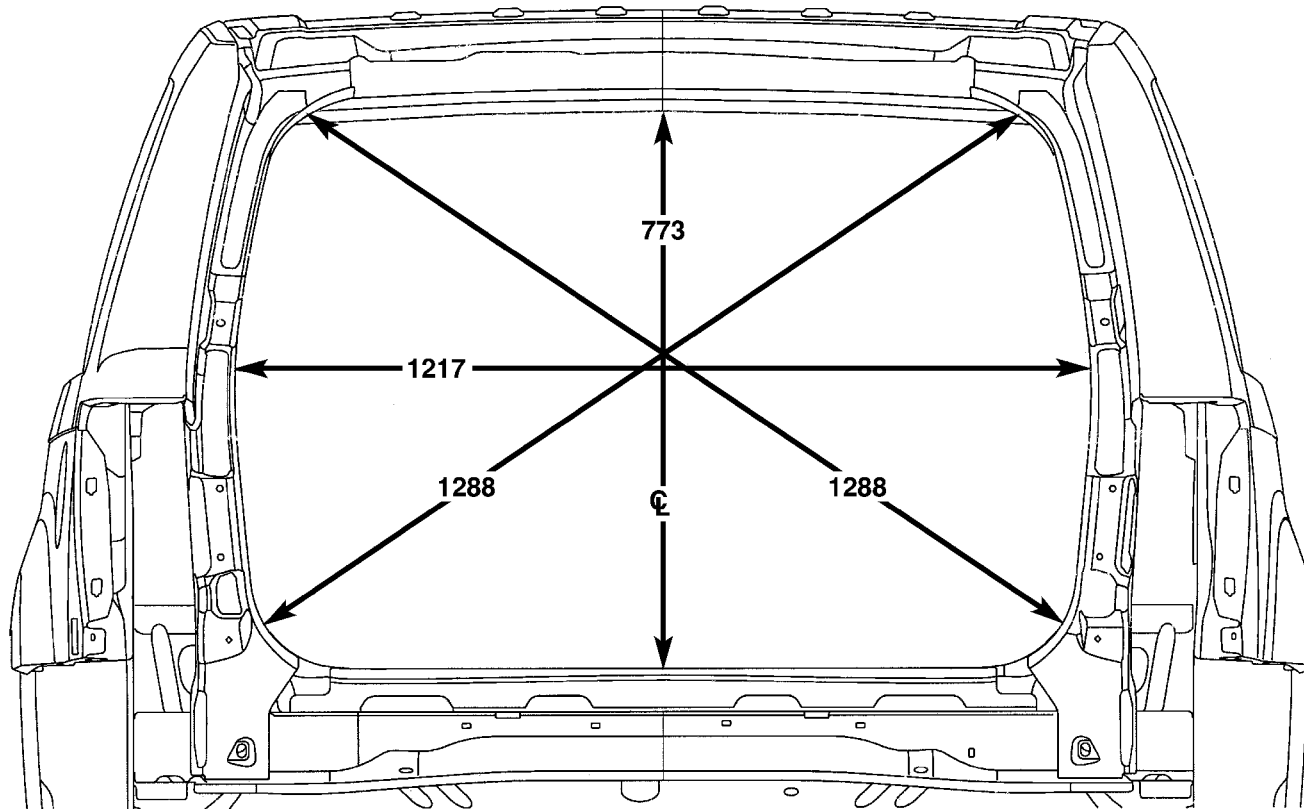
**ALL DIMENSIONS ARE IN MILLIMETERS**

8150012f

Figure 5. QUARTER WINDOW OPENING

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## FRAME/BODY DIMENSIONS



ALL DIMENSIONS ARE IN MILLIMETERS

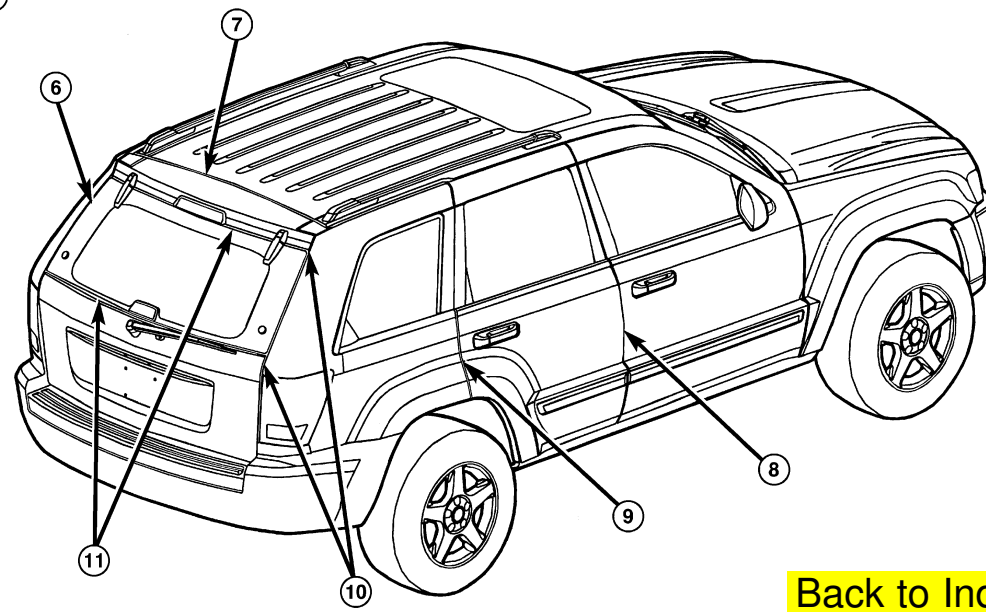
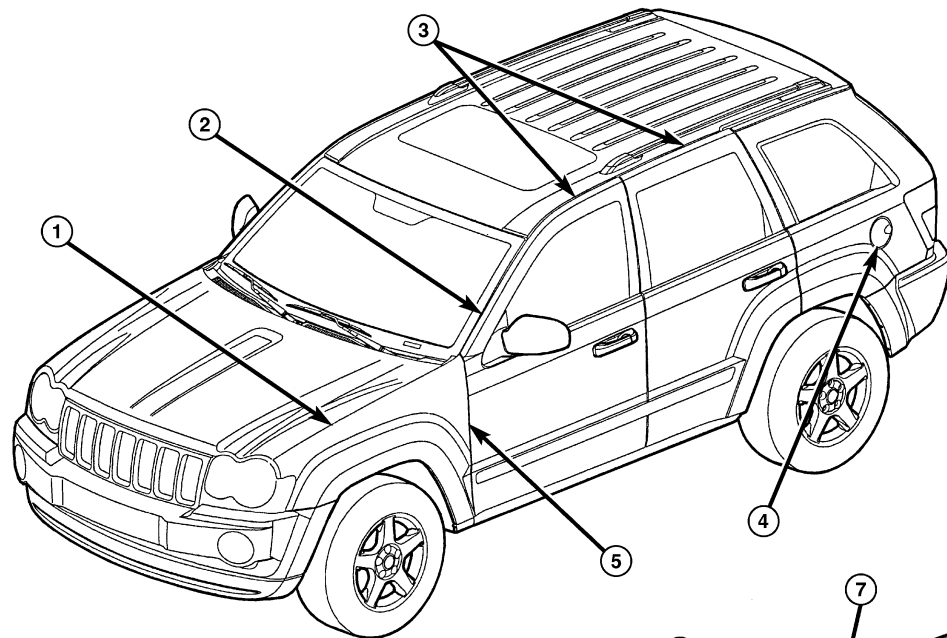
8150035e

Figure 6. LIFTGATE OPENING

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## GAP AND FLUSH DIMENSIONS



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## GAP AND FLUSH

|    | DESCRIPTION                       | GAP                                                                  | FLUSH                                                         |
|----|-----------------------------------|----------------------------------------------------------------------|---------------------------------------------------------------|
| 1  | HOOD TO FENDER                    | 4.0 +/- 1.5<br>PARALLEL<br>WITHIN 1.5                                | HOOD UNDERFLUSH<br>-0.5 +/- 1.5<br>PARALLEL<br>WITHIN 1.5     |
| 2  | WINDSHIELD MOULDING TO FRONT DOOR | 6.0 +/- 2.0                                                          | MOULDING OVERFLUSH<br>3.0 +/- 1.0                             |
| 3  | FRONT AND REAR DOORS TO ROOF      | 6.0 +/- 1.5<br>PARALLEL<br>WITHIN 2.5                                | DOORS OVERFLUSH<br>2.0 +/- 1.5                                |
| 4  | FUEL DOOR TO BODY SIDE            | 3.0 +/- 1.0                                                          | FUEL DOOR<br>UNDERFLUSH<br>-0.5 +/- 1.0                       |
| 5  | FENDER TO FRONT DOOR              | 4.5 +/- 1.25<br>PARALLEL<br>WITHIN 1.25                              | FENDER<br>OVERFLUSH<br>0.5 +/- 1.0                            |
| 6  | FLIPPER GLASS TO BODY SIDE        | 4.0 +/- 1.5<br>PARALLEL<br>WITHIN 1.5,<br>SIDE TO SIDE<br>WITHIN 1.5 | GLASS UNDERFLUSH<br>-2.5 +/- 2.5                              |
| 7  | LIFTGATE TO ROOF                  | 9.0 +/- 2.0                                                          | LIFTGATE UNDERFLUSH<br>-1.0 +/- 1.5<br>PARALLEL<br>WITHIN 1.5 |
| 8  | FRONT DOOR TO REAR DOOR           | 4.5 +/- 1.0<br>PARALLEL<br>WITHIN 1.0                                | 0.0 +/- 1.25<br>PARALLEL<br>WITHIN 1.5                        |
| 9  | REAR DOOR TO BODY SIDE            | 4.5 +/- 1.0<br>PARALLEL<br>WITHIN 1.0                                | 0.0 +/- 1.25<br>PARALLEL<br>WITHIN 1.5                        |
| 10 | LIFTGATE TO BODY SIDE             | 4.0 +/- 1.5<br>PARALLEL<br>WITHIN 1.5<br>SIDE TO SIDE<br>WITHIN 1.5  | LIFTGATE UNDERFLUSH<br>-0.5 +/- 1.5                           |
| 11 | FLIPPER GLASS TO LIFTGATE         | 5.0 +/- 1.5                                                          | --                                                            |

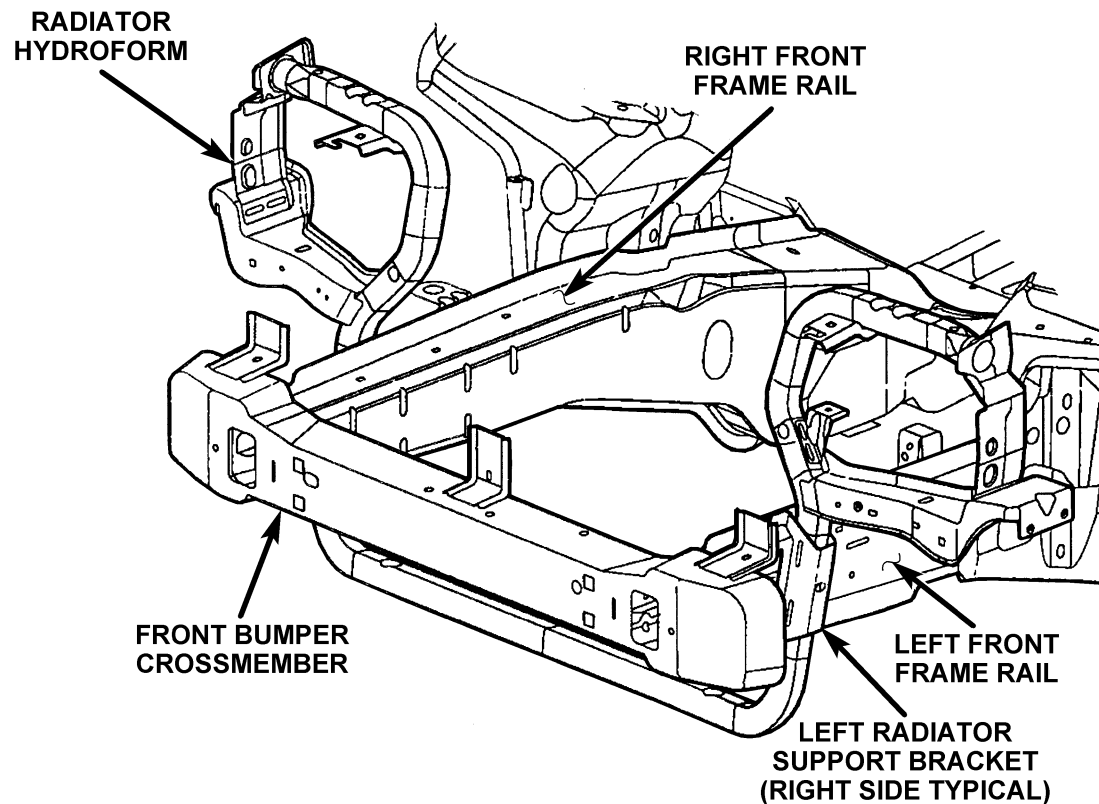
**ALL DIMENSIONS ARE IN MILLIMETERS**

**2005 WK**

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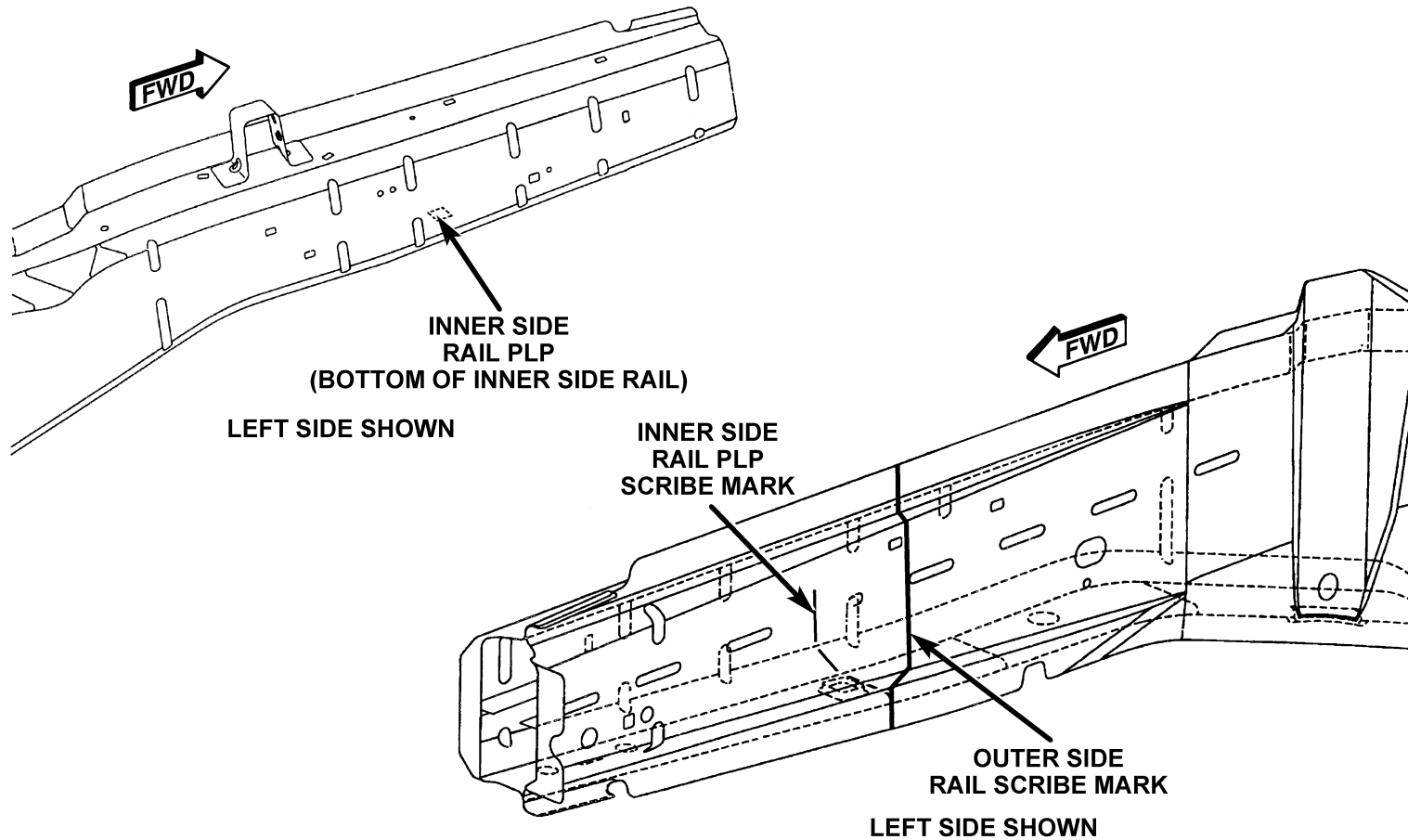
## JEEP GRAND CHEROKEE FRONT FRAME RAIL SECTIONING PROCEDURE

1. Remove front bumper cross member using a Rotabroach (hole saw).
2. Release welds securing radiator support brackets to the side of outer frame rails using a Rotabroach (hole saw) and only mill through the bracket if possible. If replacing one frame rail, replacing part of radiator hydroform can be done.



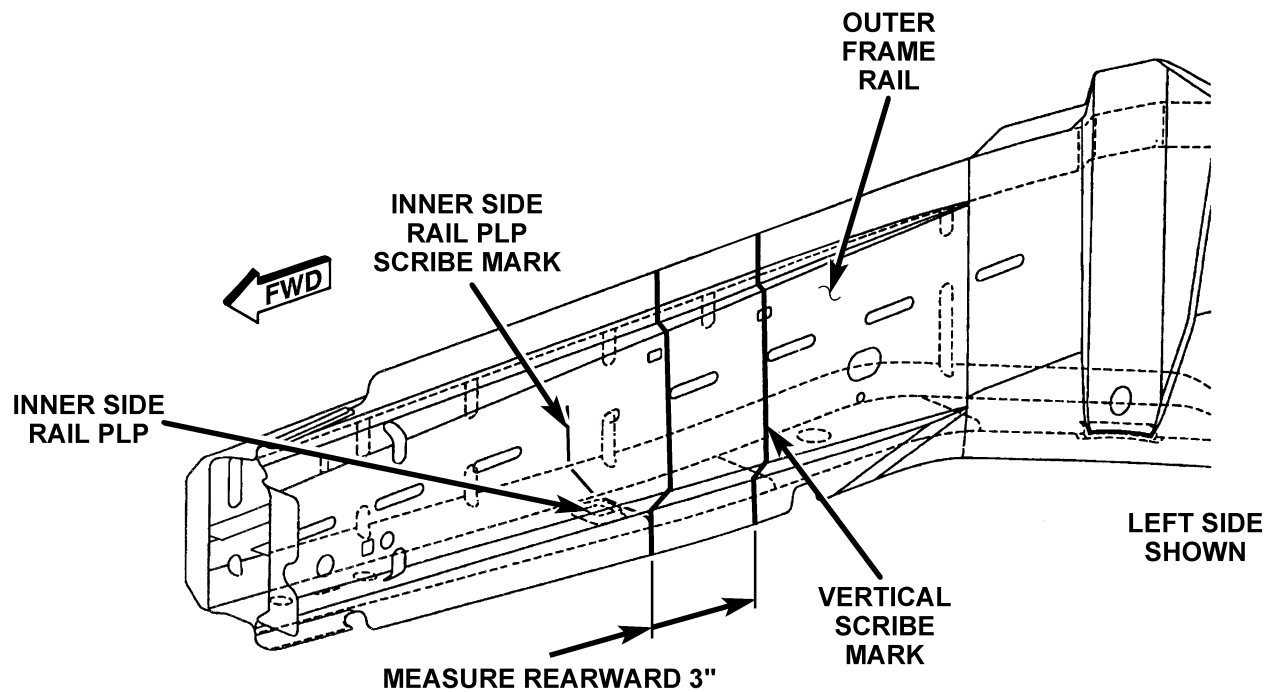
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3. Using the forward edge of PLP hole on bottom of inner side member as reference, mark outer rail at top and bottom then create vertical scribe mark on outer frame rail.



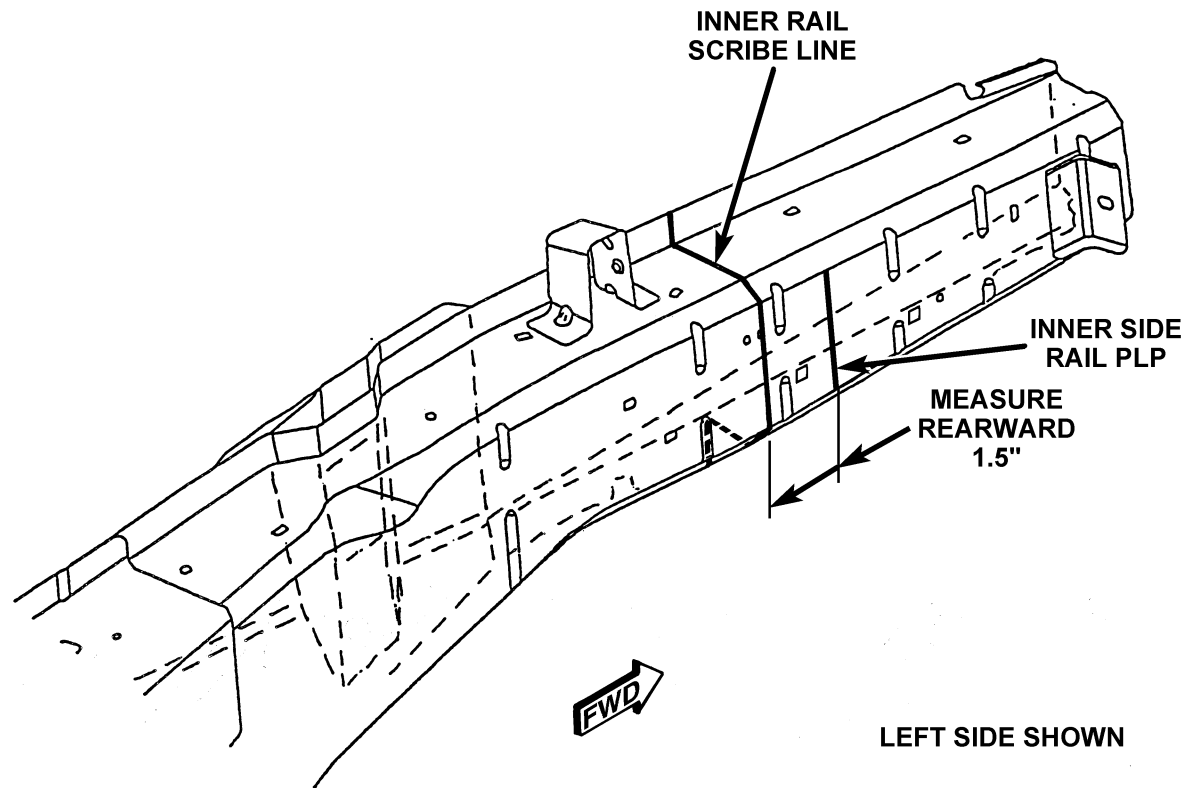
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4. Using the forward edge of PLP hole on bottom of inner side member as reference, measure rearward 3" and mark outer rail at top and bottom then create vertical scribe mark on outer frame rail.



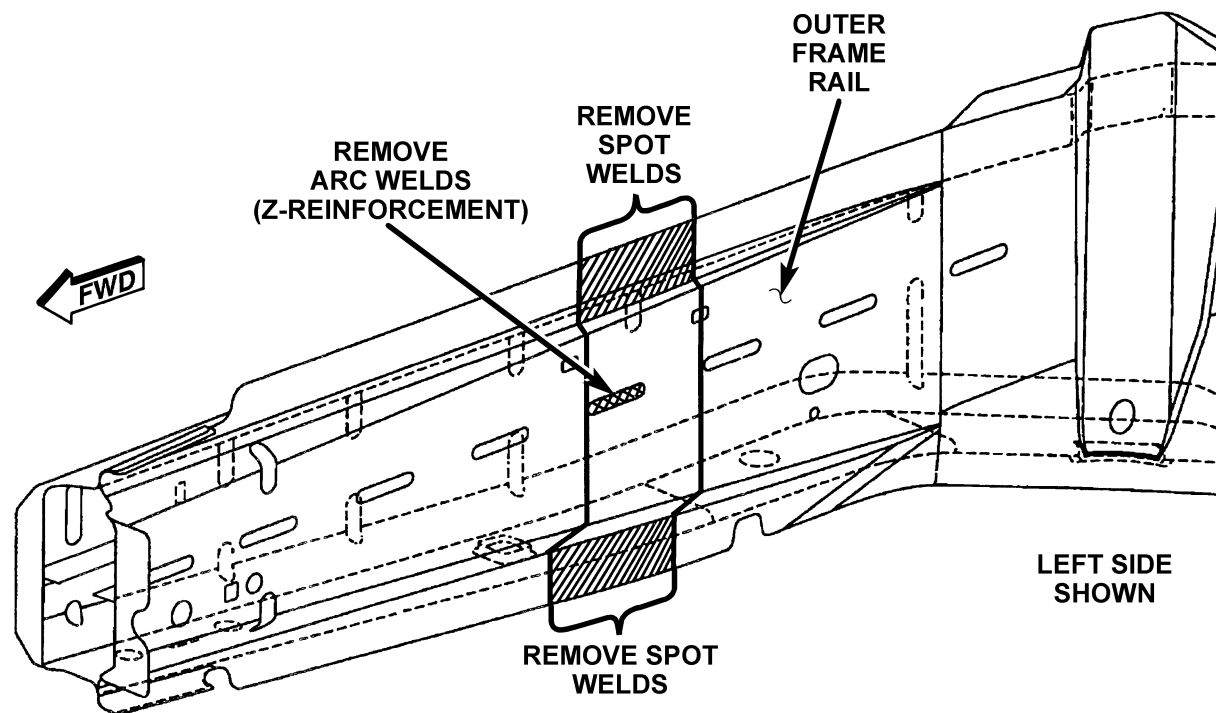
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5. Using the forward edge of PLP hole on bottom of inner side member as reference, measure rearward 1.5" and mark inner rail at top and bottom then create vertical scribe mark on inner frame rail.



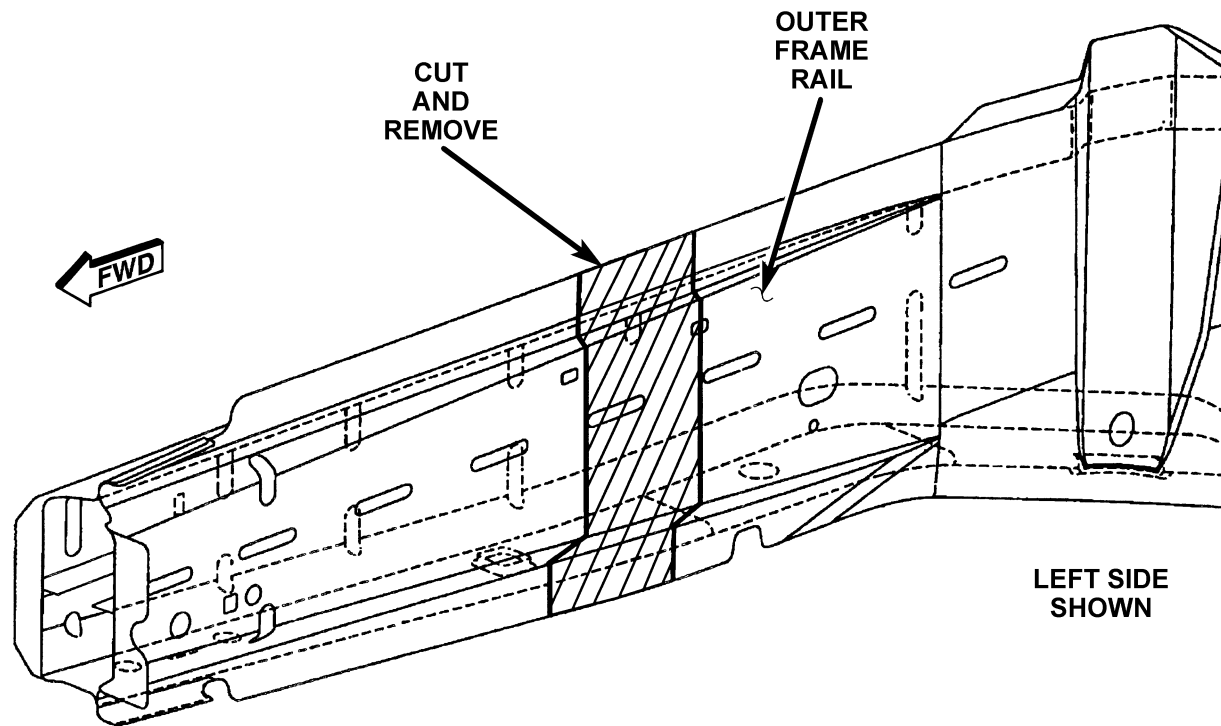
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6. Remove spot welds holding the inner and outer side members together between the two scribe lines on the outer rail.
7. Remove the MIG welds holding the internal Z-reinforcement to the outer rail between the two scribe lines.



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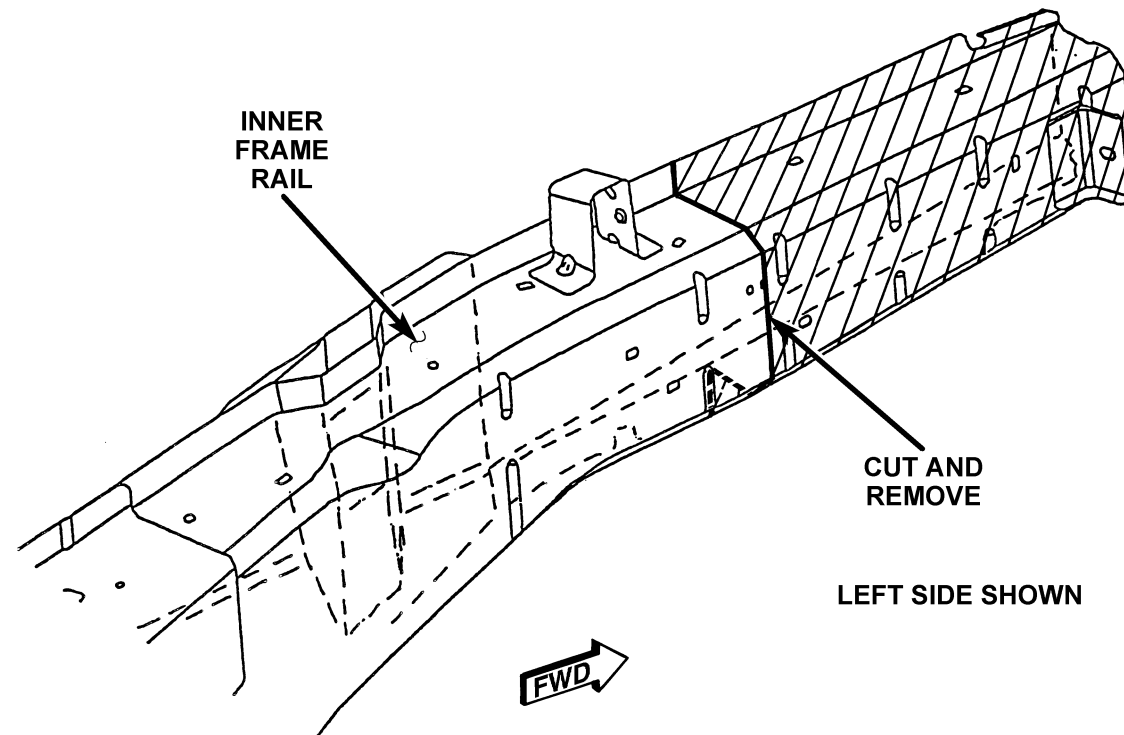
8. Carefully cut the outer side member top to bottom at the scribe lines using a cut-off wheel without damaging the inner side member or the Z-reinforcement inside the rail and remove the access panel or “window”.



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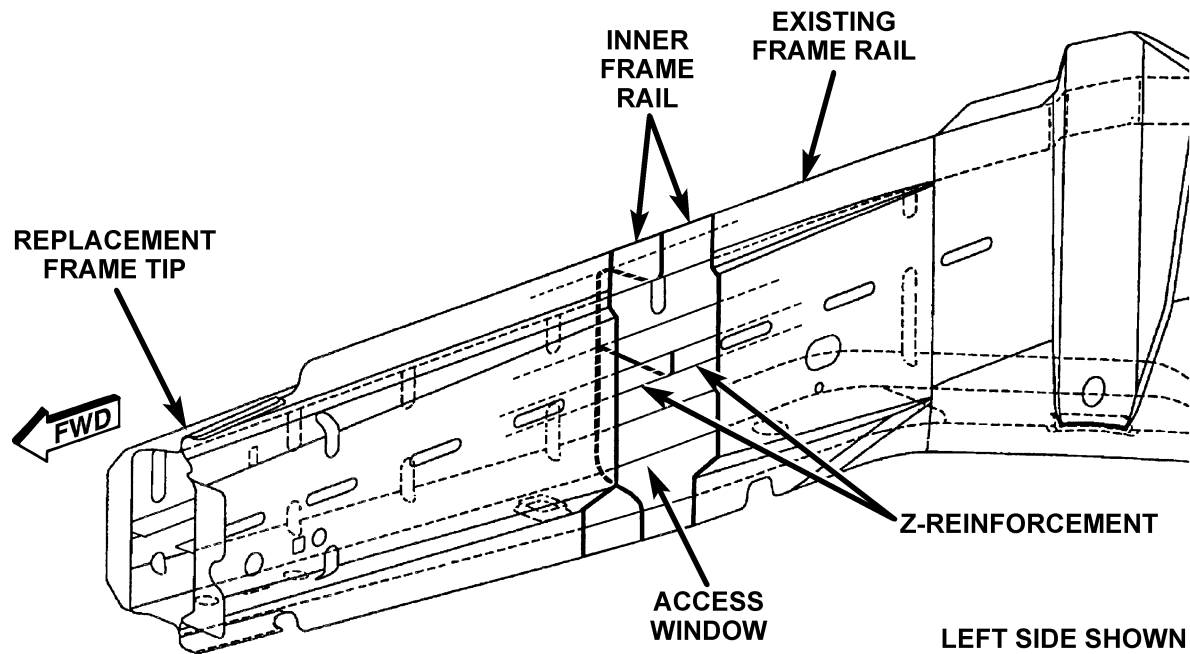


9. Using a reciprocating saw, cut vertically down through the inner frame rail and Z-reinforcement at the scribe location on the inner rail.



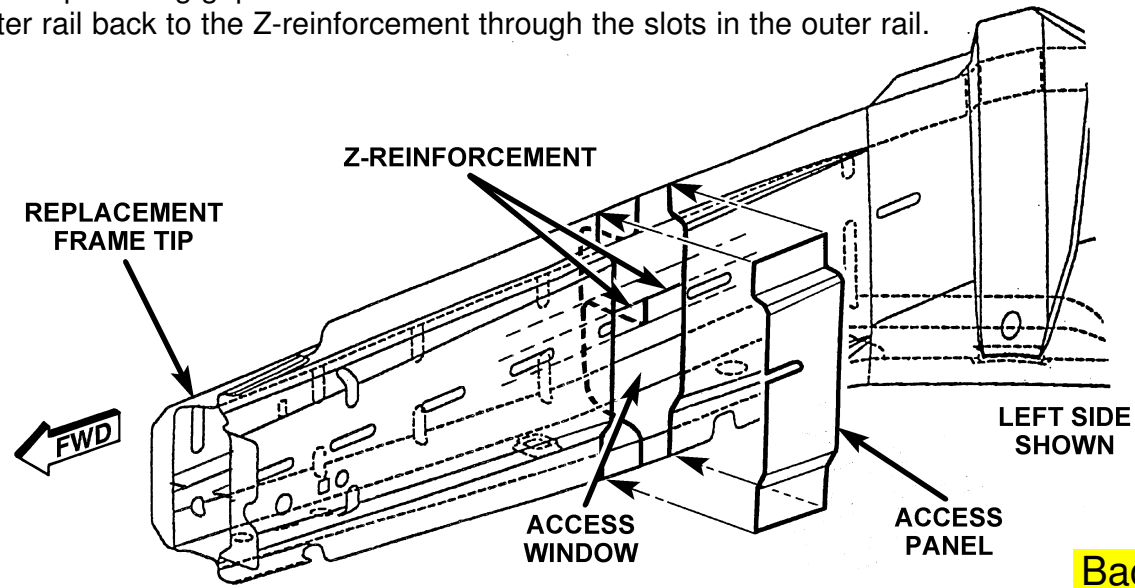
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10. Carefully clean and de-burr all cut edges and prepare for welding.
11. Remove any paint, e-coat, or other coatings within 1-inch of any weld area.
12. Using the same procedures previously described, prepare the service rail tip for installation.
13. Fit and position the new rail tip to the vehicle using xyz dimensions and measurement equipment.
14. Confirm good joint fit-up with inner frame rail and Z-reinforcement and root gap equal to width of saw cut.
15. Tack weld the new tip into position using the weld chart located at the end of repair procedure section.
16. Reconfirm proper tip location.



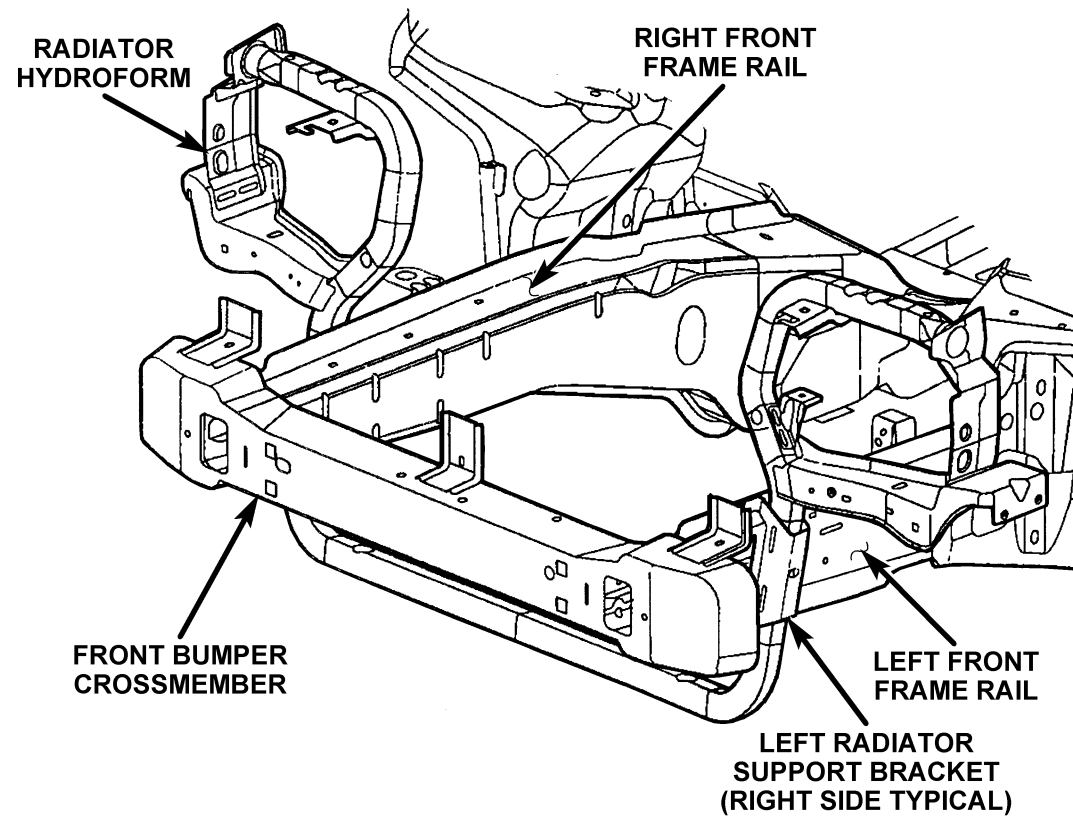
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17. Weld inner frame rail in the following sequence.
  - a. Upper half from the access window.
  - b. Lower half from exterior of rail
  - c. Clean backside of above two welds in preparation for welding.
  - d. Upper half from exterior.
  - e. Lower half from access window.
18. Weld Z-reinforcement from top and from bottom, from inner side rail to outer side rail.
19. Prepare access panel for reinstallation.
20. Clamp the access panel back to rail assembly.
21. Weld the butt-joints completely using a skip/stitch method to reduce the heat affected zone and distortion.
22. Weld the access window at the top and bottom to the inner frame rail using ring filet (puddle) welds.
23. Install clamp to snug gap between outer rail and inner Z-reinforcements and MIG weld the outer rail back to the Z-reinforcement through the slots in the outer rail.



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24. Install the radiator hydroform with four MIG welds holding each bracket to the outer frame rails at the location of the original welds.
25. Ensure that the cut-off location of the hydroform is the same as that removed earlier and modify if not.
26. Install the front bumper crossmember using MIG welds where the original spot welds were removed.



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## WELD PROCESS

**CAUTION:** All welds should conform to DaimlerChrysler vehicle engineering process standard “ps 9472”.

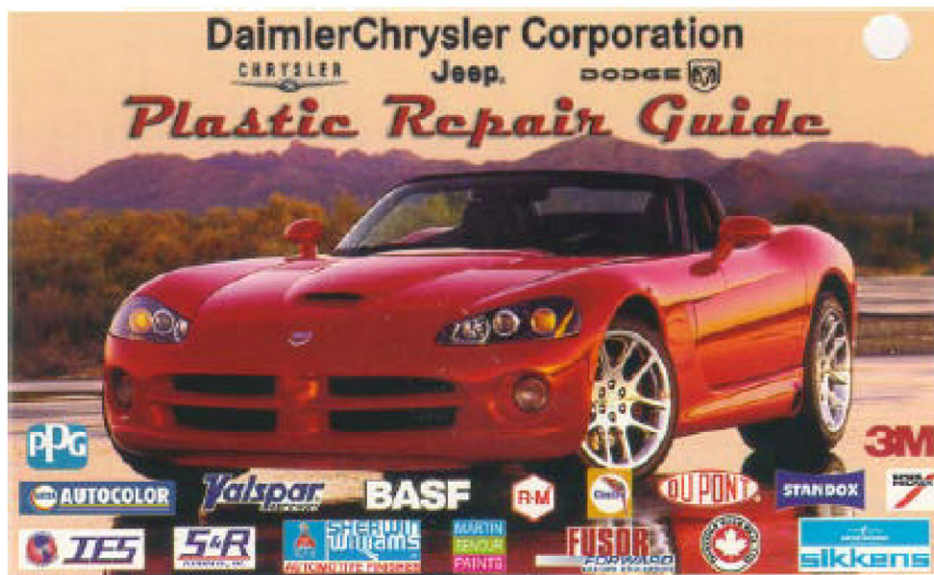
### WELDING PARAMETERS

| WELDING PROCESS                            | FLUX CORED ARC                                                               | GAS METAL ARC (MIG)*                                 | SHIELDED METAL ARC (STICK)      |
|--------------------------------------------|------------------------------------------------------------------------------|------------------------------------------------------|---------------------------------|
| <b>Material Thickness</b>                  | 3.7 mm to 4.2 mm                                                             | 3.7 mm to 4.2 mm                                     | 3.7 mm to 4.2 mm                |
| <b>Electrode Type</b>                      | Lincoln Electrical Co.<br>Product #: NR-211 MP<br><b>(Do Not Substitute)</b> | AWS ER70S-3<br><b>(Do Not Substitute)</b>            | ** AWS E 7018                   |
| <b>Electrodes Size Inches</b>              | .045 Tubular                                                                 | .035 Solid                                           | 3/32"                           |
| <b>Electrode Stick Out</b>                 | 3/8" - 1/2"                                                                  | 1/2" - 5/8"                                          | N/A                             |
| <b>Polarity</b>                            | Electrode "-"<br>Work Piece "+"                                              | Electrode "+"<br>Work Piece "-"                      | Electrode "+"<br>Work Piece "-" |
| <b>Shielding Gas</b>                       | Self Shielded                                                                | 75% Ar<br>25% CO <sub>2</sub>                        | Self Shielded                   |
| <b>Gas Flow Rate</b>                       | N/A                                                                          | 25 - 35 CFM                                          | N/A                             |
| <b>Wire Feed Speed (inches per minute)</b> | 110 - 130 Vertical Down<br>70 - 90 Flat & Overhead                           | 245 - 250 Vertical Down<br>210 - 225 Flat & Overhead | N/A                             |
| <b>Approximate Amperage</b>                |                                                                              |                                                      |                                 |
| <b>Vertical</b>                            | 110 - 130                                                                    | 175                                                  | 85 (3/32" Diameter)             |
| <b>Flat &amp; Overhead</b>                 | 70 - 90                                                                      | 155                                                  | 90 (3/32" Diameter)             |
| <b>Voltage</b>                             | 15 - 18                                                                      | 19 - 20                                              | N/A                             |
| <b>Direction of Welding</b>                |                                                                              |                                                      |                                 |
| <b>Vertical</b>                            | Vertical Down Hill (only)                                                    | Vertical Down Hill (only)                            | Vertical - Up Hill (only)       |
| <b>Flat &amp; Overhead</b>                 | Flat - Push or Drag                                                          | Flat - Push or Drag                                  | Flat - Drag                     |

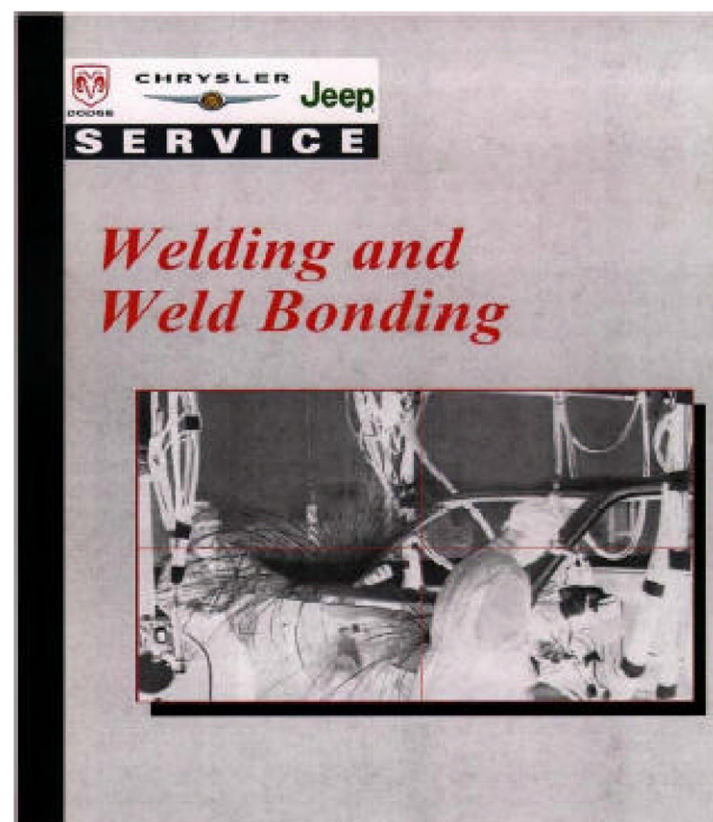
**\*First choice - Gas Metal Arc Welding Process:** Butt joints - apply two layers (passes) of weld metal. First pass should only fill approximately ½ the thickness. Vertical position welds - maintain electrode wire at leading edge of weld puddle while traveling down hill to produce maximum penetration into the sleeve. These techniques work for FCAW as well.

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## Additional Support and Technical Information



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